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BOSTON PARK DEPARTMENT

FUTURE PARKS, PLAYGROUNDS
AND PARKWAYS



NOVEMBER, 1925

BOSTON PARK DEPARTMENT

FUTURE PARKS, PLAYGROUNDS AND PARKWAYS



REPORT OF ARTHUR A. SHURTLEFF, LANDSCAPE ARCHITECT

NOVEMBER, 1925

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THE PARK DEPARTMENT.

JAMES B. SHEA, *Chairman.*

CHARLES A. COOLIDGE, *Commissioner.* WILLIAM P. LONG, *Deputy Commissioner.*
MYRON P. LEWIS, *Commissioner.* DANIEL J. BYRNE, *Secretary and Chief Clerk.*

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LETTER TO HIS HONOR THE MAYOR FROM THE COMMISSION
TRANSMITTING THE REPORT.

BOSTON, November 5, 1925.

HON. JAMES M. CURLEY,

Mayor of the City of Boston:

DEAR SIR,— Acting on your suggestion that a careful study should be made of the Park System to determine its probable needs during coming years, and that a report with plans upon this matter should be submitted by the Board for general future use, we have prepared this material and submit it herewith. The Landscape Architect of the Commission, Mr. Arthur A. Shurtleff, has studied this problem at length with us and with those City Departments, including the Planning Board and the School Committee, whose work has a bearing upon the location of future parks. Mr. Shurtleff's report follows with the numerous maps and plans whose preparation formed a necessary part of the study of existing conditions and probable future needs. Many of the matters suggested by Your Honor for study are embodied in the report. The extension during the past decade of the playground system and the development of the parkways to meet increasing demands for recreation and for the accommodation of pleasure motor vehicles, forms the most active period in the history of the Boston Park System since the first years of its establishment. To guide the future growth of the System upon lines which are in harmony with the principles of its inception and which shall co-ordinate it with the fabric of the City as a whole should be, as you have stated, the purpose of such a report as this.

Respectfully submitted,

JAMES B. SHEA, *Chairman.*

CHARLES A. COOLIDGE, *Commissioner.*

MYRON P. LEWIS, *Commissioner.*

WILLIAM P. LONG, *Deputy Commissioner.*

DANIEL J. BYRNE, *Secretary and Chief Clerk.*

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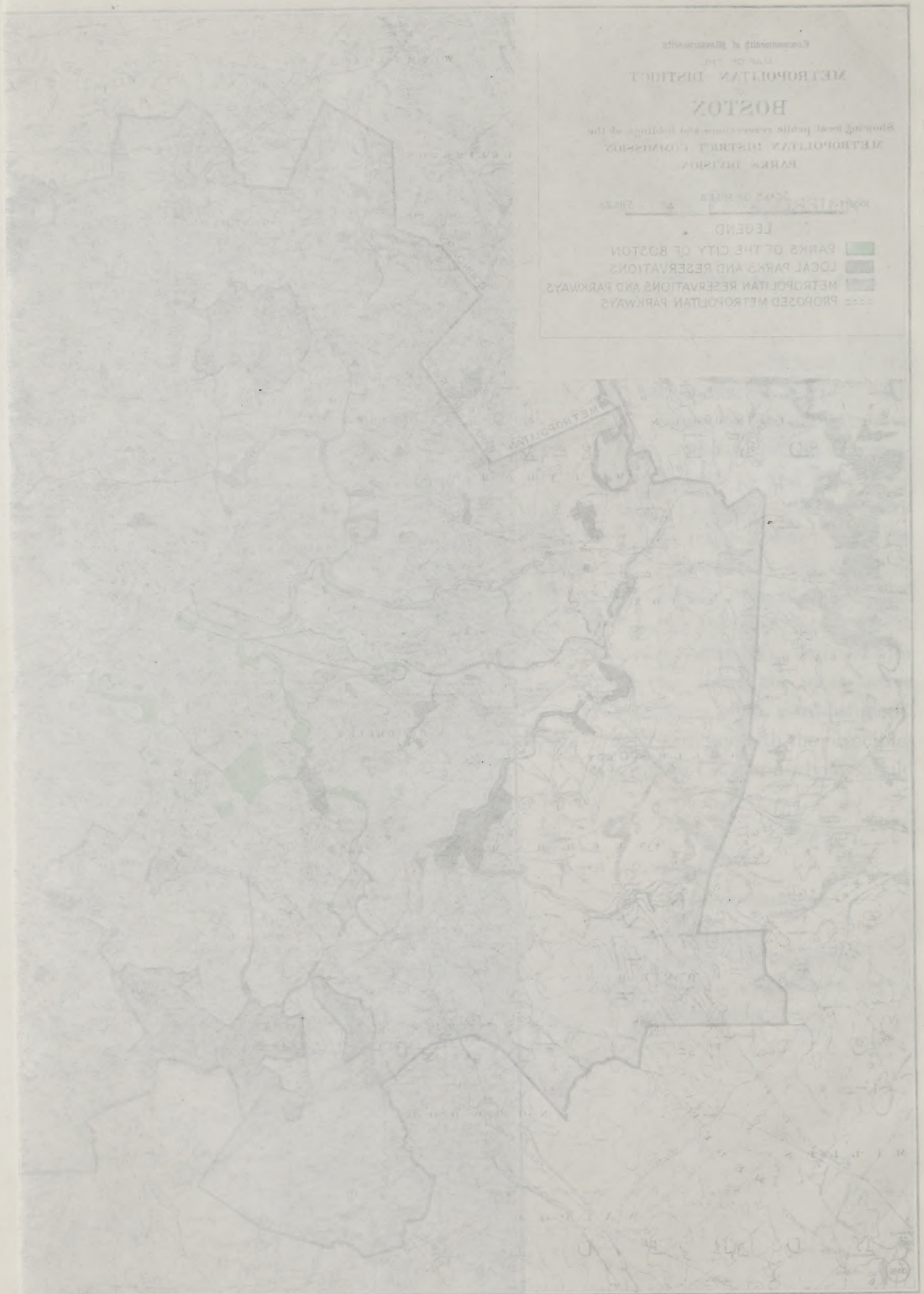
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NOTES TO



MAP OF METROPOLITAN DISTRICT SHOWING BOSTON PARK SYSTEM IN RELATION TO OTHER PARKS AND PUBLIC OPEN SPACES.

MAP OF METROPOLITAN DISTRICT SHOWING BOSTON PARK SYSTEM IN RELATION TO



REPORT OF ARTHUR A. SHURTLEFF, LANDSCAPE ARCHITECT.

BOSTON, November 2, 1925.

JAMES B. SHEA, ESQ.,

Chairman, Park Department:

DEAR SIR,— In pursuance of your request I have made during the past two years a study of the Boston Park System in consultation with your Board, to determine the probable future needs of the City for parks, parkways and playgrounds, and to prepare a plan showing the distribution, size and character of these public open spaces. I have received much valuable information from the Planning Board, the Schoolhouse Commission, and from other City Departments. Information has also been secured from the Metropolitan District Commission and the Metropolitan Planning Division. The accompanying plans and report also include material which has been gathered from the files of your Department, or developed during conferences with your Board and your Engineer. My report embraces the results of much recent field work and the conclusions, recommendations and plans to which the studies have led.

BOSTON PARKS IN 1875 AND IN 1925.

The history of Boston during the half century which has elapsed since the first parks were acquired records changes in transportation, in methods of living and in opportunities for recreation and amusement, which were not foreseen in their entirety when these open spaces were dedicated to public use. These changes are influencing the use, the size and the distribution of parks. The growth of the City, the increase in the number and area of parks, and the changing conditions of park use, are facts of deep interest today as they will be in the future to those who are responsible for the service of the parks to the City. These facts should be recorded. A forecast is needed also of the probable needs of parks based on the changes which have taken place during the past fifty years in the upbuilding of vacant land, the distribution of stores, office buildings and industrial plants, and the changes which still are taking place in transportation and in the types of popular amusement and of recreation. Such a forecast should be of value in determining a plan for the location and the size of future parks and playgrounds. At the present time when the increase of playgrounds is very rapid a guide of this kind especially is needed and could be put to use at once.

Evidently such a forecast should be made with a full knowledge of all phases of the City's growth, including the extension of schools, residence districts, the location of future main arteries of communication by highway and railroad, and all other factors bearing upon the physical plan of the City. The plans accompanying this report and showing the location for future parks, playgrounds and parkways, have been prepared after conferences with the Planning Board. Much of the basic data regarding the location of

highways, zoning districts and main thoroughfares was secured from this source, from the School Department, from the Metropolitan District Commission and the Planning Division, and from your Commission.

EARLY AND LATE DEMANDS FOR PARKS.

Half a century ago the need of extensive parks and playgrounds for Boston was questioned. In those days opportunities were at hand for out-of-door recreation in the fields, woodlands, and along the seashores of the near suburbs and in the less used streets and vacant lots of the partly built-up sections of the City. Men who read the times aright predicted that these recreative opportunities, which were made possible largely by sufferance of trespass, would prove inadequate to the public in a few decades and would become intolerable to property owners, and that a well-distributed system of publicly owned parks would become as essential to Boston as to the large Old World cities already possessing large park systems. Other men to whom the signs of the times appeared to point in an opposite direction predicted the growth of Boston would be slow, the need for outdoor recreation would become less rather than greater with the improvement of sanitary conditions within homes, schools and industrial establishments, and that unlimited opportunities for recreation beyond the confines of the City would become available through the invention of rapid transit facilities which would eventually supplant the horse-drawn buses, the horse car and the steam-driven locomotives of the railroads. These men thought the then recent invention of the bicycle and the development of pneumatic power vehicles, and even of flying machines, might extend the recreative range of city dwellers and make local parks less necessary. In that era, before the development of electric power for street cars and before the subsequent revolution in transportation brought about by the automobile, predictions of this kind were widely accepted but fortunately these views did not prevail in the program which was inaugurated at that time for an extensive Park System and which led to its acquisition and development.

As time passed, many of the transformations which were predicted have come to pass. Modern sanitation has done even more for homes and for working conditions in the industries than was expected. The flying machine has arrived, and though the bicycle has all but vanished, the automobile is accomplishing almost all that was expected from both, though it has created dangers which were not foreseen. Nevertheless, today the demand for parks and especially for playgrounds is greater than ever before. Labor-saving inventions have increased the demand for public recreation spaces by increasing the free time in which such facilities can be used by the general public. It is true that modern transportation has at length enabled the City dweller to seek pleasure grounds at a distance, but this increase in range has not offset the increasing demand for local parks and playgrounds, though it has created an unexpected demand for large outlying and widely separated County and State Parks.

In fact, the automobile brings into the City in the summer thousands of persons from the country who seek the extensive bathing facilities of the waterfront parks, the interesting attractions of the Zoo and the Aquarium, the opportunities to watch or to take



CHARACTERISTIC PARKWAY SCENE NEAR BOSTON IN THE YEAR 1902, SHOWING HORSE-DRAWN BUGGIES, SULKIES, CARRY-ALLS AND RACING RIGS. AFTER SNOWFALL, HORSE-DRAWN SLEIGHS APPEARED IN SIMILAR OR EVEN GREATER NUMBERS. THERE WERE THEN LESS THAN A HALF DOZEN AUTOMOBILES IN THE UNITED STATES, TODAY THERE ARE TWENTY MILLION.

(Photograph secured through courtesy of Metropolitan District Commission.)

part in athletic contests and games on well-equipped and properly supervised athletic fields, and to enjoy motor trips through the varied landscapes of the parkways and greater parks. Parks, parkways and playgrounds are intensively used. Their increase has been phenomenal. No defense for their existence or continued extension is asked or made. If it were desired to cut down the population growth of Boston, one of the most effective measures which could be adopted to attain that end would be undoubtedly to curtail the extension of parks and playgrounds or to neglect the satisfactory upkeep or administration of such grounds. Fifty years ago the drift of country populations to the cities was irresistible. The urge of that drift was the seeking of comforts, novelties and gregarious entertainments, and it prevailed in spite of the higher death rates which prevailed sometimes in cities. Today most of those comforts, novelties and amenities are attainable nearly as easily and as cheaply in country districts. Families in the country can have local or private water supplies, supplies of coal, oil, gas, electric power, light, heat, telephone, wireless communication with distant parts of the world, transport of food and other supplies to the door by truck, local good schools, churches and libraries, theatres, regular and frequent mails, opportunities for social and intellectual contact, and local industrial employment of large attracting power. The automobile also enables the country dweller to seek the crowds of the City at short notice when he wishes to join them for a meeting, an entertainment or for a holiday, and to forsake the crowds again at that moment's end.

In other words the small town, the village and the isolated home have become during the past fifty years competitors or near-competitors of the City and not mere feeders of population to the cities. I mention this competition not as an approach to an argument regarding the merit of the City as contrasted with the country or the small town. No agreement can be reached or need be sought on this debatable matter in which personal taste and training are involved. The world would be the poorer if either of these domains prevailed at the expense of the other.

I mention this competition to show that the parks, playgrounds and parkways of a city like Boston must be regarded today in a new light. Fifty years ago their purpose was to give the city dweller recreative escape from the stresses of city life, to make amends for the confinement, darkness, noise and close air of the streets, factory and even of the home by providing opportunities for exercise or play in the open air and for contemplation of natural landscape in areas of large size. Open spaces for recreation were regarded as savers of human life, conservers of vitality, the humanities, and of certain kinds of delight. These functions will always continue to be the large, necessary and compelling purposes for the establishment of parks, and cannot be delegated to other types of recreation like the stage, the concert hall, the museum, or the gymnasium, but a new function has been added or is being added to these. That new function is the service of the park, playground and parkway when admirably designed and maintained to compete successfully with the natural opportunities for recreation in the open country in and about towns and villages. If a city can meet that competition it need not fear shrinkages of its size or of its invested treasure as far as a backsetting of the tide of population from the country to the city is concerned within the realm of these new forces of change.



THE BATHING BEACH AT COLUMBUS PARK WITH OTHER BEACHES OF THE STRANDWAY IN THE DISTANCE. THESE BEACHES ARE FREQUENTED BY VISITORS FROM ADJOINING CITIES AND TOWNS, AS WELL AS FROM ALL PARTS OF BOSTON.

For example, if a city can provide very extensive, and excellently administered bathing beaches and other attractive waterfront recreative facilities and aquaria, large areas embracing exceedingly fine woodland, fields and streams composing notable landscapes and having vegetation of marked loveliness and interest, large areas of ground perfectly arranged for athletic sports and games and fully developed for public reception and use, it is highly probable that a very much greater number of men who prefer the country districts would forsake the small community and seek the city to enjoy these facilities if they were easily accessible and could be used with reasonable freedom. On the other hand if these facilities were small, cramped, shabby, or badly administered, I conceive that one of the strongest bonds of the city upon men, women and children would be sundered in these days when excellent transportation facilities are general and when new living conditions make a change of residence either to the individual or to the family a simple matter.

PARK IDEALS IN 1875 AND IN 1925.

A study of the Boston Park Reports of the period during which the first land for parks was purchased and methodically planned for recreative use shows that those who were responsible for the design of the parks were governed by certain fundamental beliefs, among which were the following: First, that the cost in money for the land, for the withdrawal of the land from tax-earning uses, for construction, and for maintenance was justifiable on the ground that no other agency than public parks could provide a needed form of recreation. Second, that this recreation could be enjoyed best in large playgrounds and parks from which the sight and the sound of the city could be eliminated by marginal screens of planting, mounds and walls. Third, that one of the most desirable and necessary forms of recreation afforded by parks is the contemplative enjoyment of extensive landscape compositions, especially of a naturalistic kind. These fundamental beliefs crystallized the park ideals of those days and led as well as guided the popular interest and enthusiasm which brought the park systems of Boston and other cities into existence. Frederick Law Olmsted was then the ablest enunciator of these ideals and the most active designer of parks in this country. He became the leader of the Boston Park movement and the designer, with John C. Olmsted, of the system of open spaces which were built.

What is the popular view of these fundamental beliefs of today? The experience of a half century has found no error in the first belief that public parks supply recreative needs which cannot be provided by other means. During these years of change, as I have already noted, a remarkable increase has taken place in the number and size of theatres, exhibition halls, fair grounds, private baseball "parks," private golf courses, race tracks and other indoor and outdoor recreative developments. That the public demand for parks and playgrounds might become less in consequence of the increase of these vast resources of amusement and recreation seemed a likelihood. Quite the opposite has been the fact. As we have seen, the demand for additional parks and playgrounds has steadily increased and although large numbers of these installations have been made, the requirements are still unsatisfied. In fact, the requirements have passed the limits of cities and of Metropolitan areas and have brought about the creation of State Parks, an increase of whose number is also constantly urged.



(Photograph secured through courtesy of Boston Herald.)

RECREATION AREA COMBINING THREE TYPES:—NEIGHBORHOOD PARK EXTREME RIGHT, FOOTBALL AND BASEBALL FIELD IN THE FOREGROUND, AND IN THE DISTANCE, BEHIND FIELD HOUSE, PLAYGROUND FOR WOMEN AND CHILDREN. INDEPENDENCE SQUARE (6.8 ACRES) AND CHRISTOPHER J. LEE PLAYGROUND (4.6 ACRES), SOUTH BOSTON. SEE PLAN, PAGE 21.

The need of marginal screens and walls to secure quiet and retirement in parks and playgrounds was never greater than today in this era of noise and danger incident to the increase in volume and speed of street traffic. The extent to which walls can be used around public open spaces is limited, however, by the degree to which supervision and policing can be carried on within grounds thus secluded. Without such oversight, especially at night, boundary screens or interior coverts of all kinds, except in the large parks, are not practical, though quiet and freedom from outside disturbance is greatly needed. In the large parks which are frequented by great numbers of persons and which are therefore open to constant public inspection, the use of border screening plantations of shrubbery and trees, border mounds and walls has been thoroughly practical and forms an even more valuable protection against the noise and distraction of adjacent streets than was foreseen before the revolution in highway transportation came about.

The belief in the value of extensive natural landscapes as an essential element in outdoor recreation has gained ground vastly in the past half century. Popular demand for books, pictures and plays, in which the landscapes of the wilderness of the park and of the private place form the theatre of action, is seemingly insatiable. At the same time the automobile has brought the country-side landscapes and even the wilderness itself within the reach of the City dweller. In fact, the resources of the country are taxed to provide motor vehicles, roads, and camp grounds to meet the requirements of the clerk, the business man and even the farmer in seeking recreation "in the open." Cross-country "hiking" and golf has become a country-wide activity of week-ends and vacations. Daylight saving has increased the hours available for recreation in the summer season. Naturally enough a demand upon the large city parks for foot trails, motor roads, golf courses and camp sites has sprung up.

Although the landscapes of the great naturalistic parks were never in greater demand than they are today, the scenery, upon which the delight of such recreation depends was never in greater danger of destruction by those who seek them. A half century ago the quiet contemplation of natural scenery by individuals or by families engaged in strolling, picnicking, resting under trees, and moving leisurely about on foot or in slow-moving horse-drawn vehicles, formed the chief active element. Today individuals and families are less inclined to stroll or to move about quietly on foot. They seek the speed and the rapid change of scene made possible by the motor car and motor cycle. Contemplation of landscape is less deliberate and more often sought as an adjunct to golf or to strenuous "hiking," or "nature study." It can fairly be said at the same time, however, that the public is keener in appreciation of fine scenery and has become severer in the condemnation of inappropriate structures and uses. The individual is strangely unable, however, to appreciate the destruction which he brings about by his own conveyance, his own litter of paper and tin, and by his own noise and unnecessary personal haste.

Franklin Park, the vicinity of Jamaica Pond and the Muddy River Valley were laid out in a naturalistic manner, although with thoroughly subordinate formal incidents, first because the irregularity of the ground and of the boundary lines made that kind of design most direct, appropriate and economical, and second because the "natural" manner was typical of our growing national ideals of park design, although formal examples of good kinds could be found in this country in the layout of public squares, colleges and

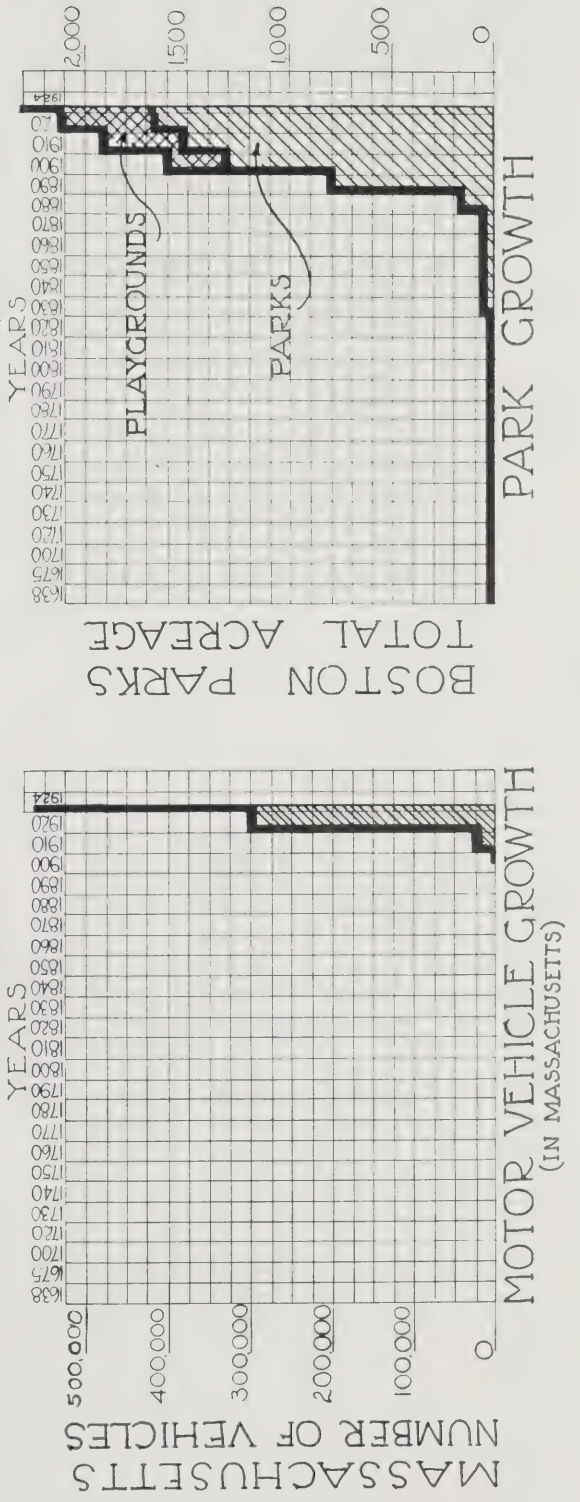
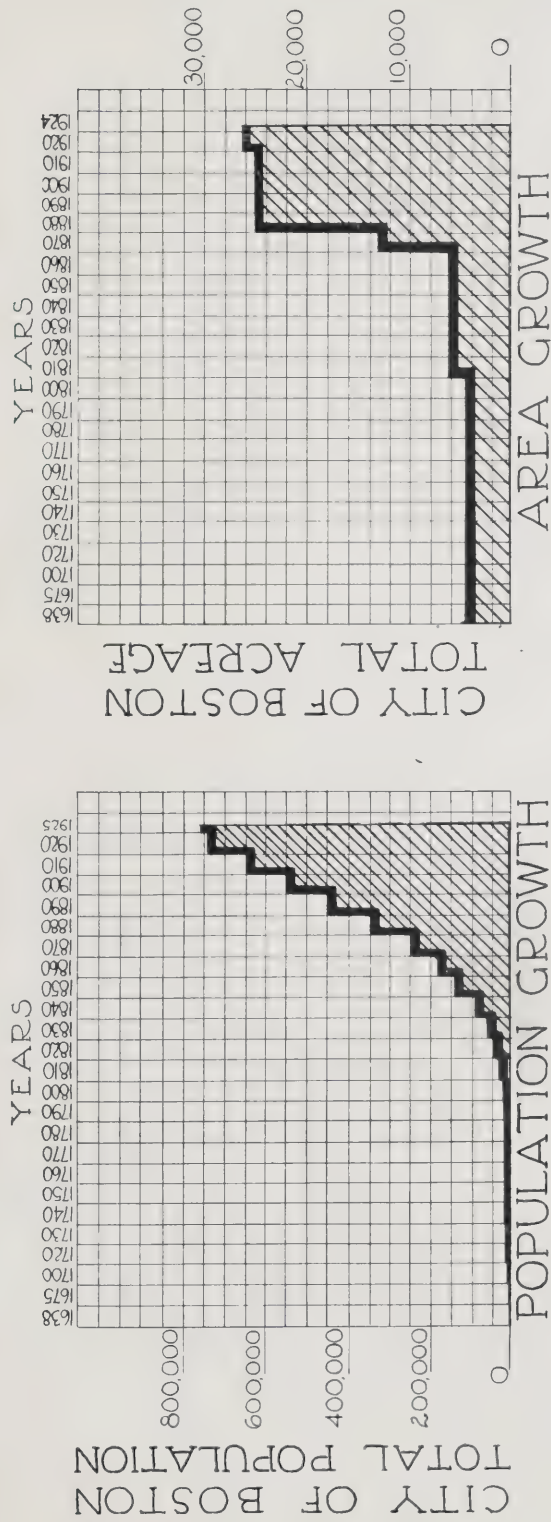
the approaches to State buildings. To secure desirable unity in the entire Park System of Boston a continuation of this naturalistic style was made in the Fens, at South Boston, and elsewhere, though with occasional formal incidents. In detached parks and playgrounds the formal manner sometimes dominated when the topography, the boundaries and use, made it desirable.

Everyone who is interested in the design of Franklin Park as a work of art should study the park itself at all seasons of the year and should read the special report upon it by its designer, Frederick Law Olmsted, and published as a City Document in 1886. A very heavy responsibility rests upon anyone who may propose to modify the design of this park, which was planned after devoted study by the greatest master which our country has produced in the field of landscape architecture.

In the future shall the naturalistic manner of 1870 be given up and the old parks laid out anew in the formal manner of a new era? Certainly not if the recreative needs of that day are fulfilled by the ancient designs. An old fashioned design of excellent type gains in distinction with the passage of years. We no longer destroy excellent portraits, furniture or buildings of early types, but we cherish them rather because they do not conform to the mode of the moment. Public appreciation of good things which are out of date in appearance has increased to an extent which could not have been imagined. To change the existing design of an old park merely to satisfy a new fashion would have no intrinsic reactive merit except the momentary novelty occasioned by the change, and might seriously hurt the continuity of design of the system of parks which is unified almost as much by adherence to a single manner of design as by its curiously irregular physical links. With regard to the layout of future detached playgrounds or parks, however, sufficiently distant from the main chain of the System to bear no design-relation to the chain, a design in any new sensible manner which would meet recreative needs should be welcomed heartily.

It was a principle of good logic and business sense as well as an ideal of fifty years ago which forbade the erection of buildings in parks merely to "decorate" the park or to find a cheap or available site in land already paid for. Except in one or two instances, during this past half century, the public has united against any extraneous building projects upon the Common, Public Garden, the Fens, Franklin Park, or in any part of the Park System. Pleas of emergency, economy, fitness, beauty, have not overcome the wise determination of the public to keep the parks for the recreative purposes which justified the expenditure of money for them and the withdrawal of their land area from taxation. In most other cities the protection of the parks against building operations has been pretty generally successful. As building space in Boston becomes less, demands of this kind will probably continue, but under the present temper of the public mind the parks appear to be reasonably secure. The fact that buildings have been torn down in recent years in the thickly settled regions of Boston to secure space for parks, makes the public doubly skeptical of the business common sense of erecting structures upon park areas. Wholesale demolition of buildings to widen streets and to find sites for modern edifices is one of the familiar sights of the Boston of today, and indeed of all modern American cities. Consequently the plea so often used in the past that no land other than that of a park is available for a contemplated building project does not carry its former weight.

BOSTON PARK DEPARTMENT DIAGRAMS OF GROWTH



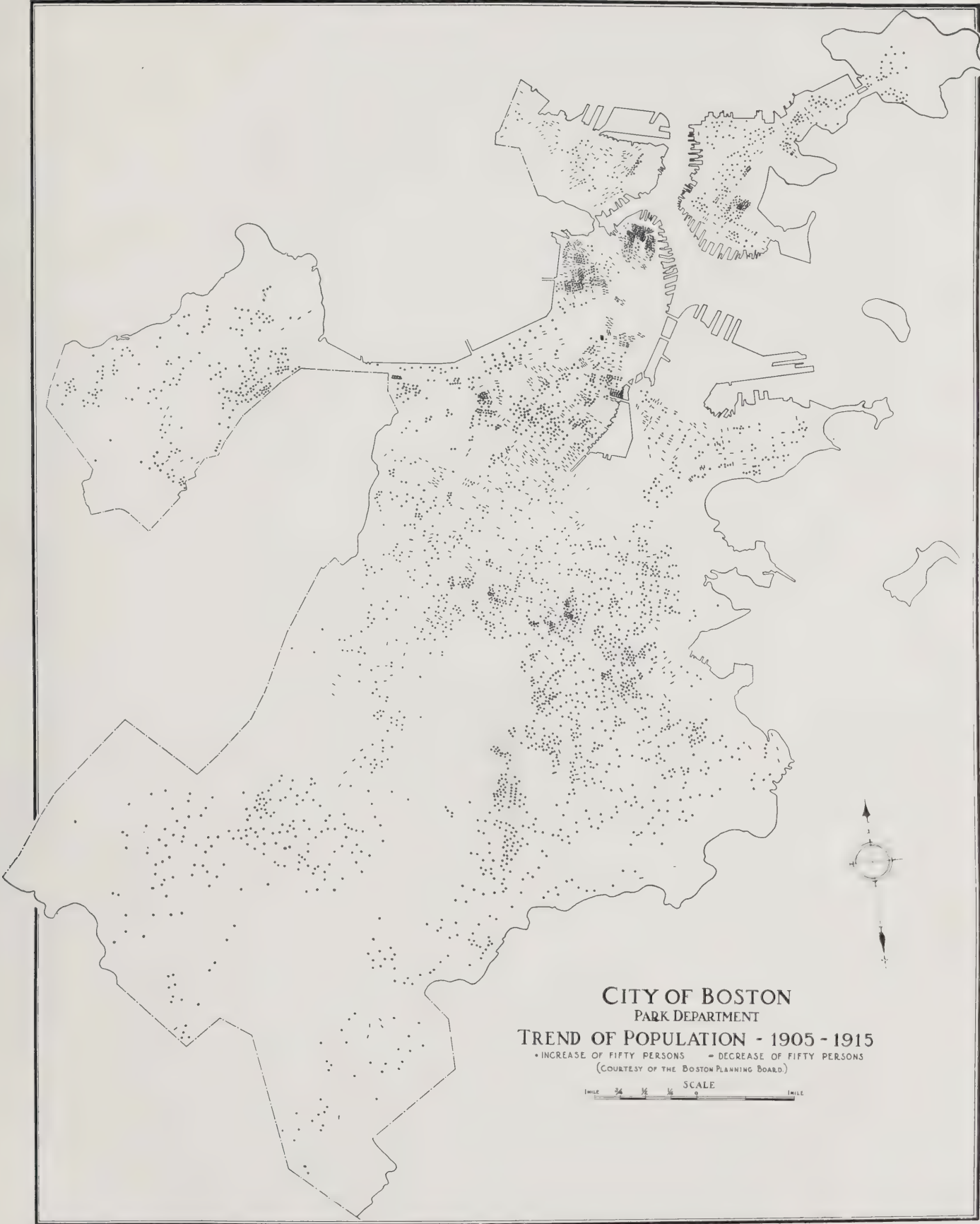
INCREASE OF POPULATION AND PARKS.

The population of Boston during the past fifty years has increased from about 342,000 to about 782,000. The area of the City has increased in about the same time from about seventeen and one-half square miles to about forty-three square miles by the annexation of Charlestown, Brighton, Hyde Park, West Roxbury, the reclamation of tidal areas of the lower Charles River and parts of the South Boston seashore. The park and playground area during the same period has increased from about fifty acres (chiefly Boston Common) to over two thousand five hundred acres. The number of recreation areas (not including small plots at street junctions) has grown from about a half dozen to over one hundred sixty.

The graphical chart on page II shows these developments in relation to one another. The increase in the number of motor vehicles is also shown as it has a bearing upon many matters discussed in the report.



RAPID DEVELOPMENT OF SCATTERED HOUSES WITH GOOD OPPORTUNITIES FOR SELECTION OF RECREATION AREAS, WEST ROXBURY DISTRICT.





TREND OF POPULATION.

Records made between 1905 and 1915 of the number of persons moving into or moving out of the various sections of the City show in a general way the trend of population. The sum of these movements contributed to the increase of population which already has been discussed. The movements were back and forth from the densely settled portions to the outskirts and from other towns and cities of this country and the Old World. The records show that there were few outward-going movements from the younger sections of the City, and that the incoming movements were strong in the old as well as the new sections. Through the courtesy of the Planning Board this material is available for this report. (See page 13.)

DISTRIBUTION OF POPULATION.

The plan on page 14 shows graphically the population distribution and density in all parts of Boston compiled by the Planning Board in 1915. Each dot on the plan represents fifty persons. In general the dots are most closely spaced in the older residence districts where tenement and apartment houses are common. The dots are of course farthest apart in the industrial and business areas as well as in the outskirts of the City. A plan of this kind, brought up to date, would be of great value as a check in using the plan (see page 31) of the net areas needing parks, and if kept up to date would save in the long run much subsequent field study, though it could not wholly take the place of such study.

REMAINING VACANT LAND.

In the past fifty years the vacant land in Boston and in the areas which have been annexed has shrunk to proportions comparatively small. The vacant land remaining in all this area is shown on the map on page 18. Chiefly from these open lands the needed parks and playgrounds for the future must be found. I say chiefly, because the City has shown a willingness of late years to meet the urgent demands for additional public open spaces in regions already built up by demolishing buildings and reclaiming the ground. Evidently this is a justifiable step to take in such instances, but it is one which becomes necessary because the density of population or a use predicted for the neighborhood underwent changes which were contrary to the best forecasts which could be made, or because necessary forethought was not applied early enough. Under the planning methods which are now being applied to the direction of the future physical growth of the City and to the entire Metropolitan area especially in the field of transportation and zoning, there is little chance that large omissions of this kind will occur if a general program, like that attempted in this report, is adopted and followed to determine the location and the size of future parks and to acquire them early.

Much of the remaining vacant land is steep in topography or involved with streams or ponds. These conditions have, in many sections, checked its development for building purposes. For naturalistic parks, ground of this kind especially when wooded is often

exceedingly desirable, but for play fields or ball grounds where extensive areas of level ground are essential, a careful choice of the available level land is essential in order to avoid great cost for grading operations. The desirability of protecting stream and pond borders by park ownership to prevent the unsanitary or unsightly development of such margins has led to extensive takings of this kind throughout the Boston Parks notably in the Fens, Muddy River, and at Leverett and Jamaica Ponds, but few areas of this kind remain which cannot be drained or reclaimed readily.



VIEWS OF SPARSELY SETTLED DISTRICTS IN WEST ROXBURY, UPON WHICH HOUSES ARE BEING BUILT RAPIDLY AND WHERE PLAYGROUND AND PARK FACILITIES CAN BE SECURED WITH A WIDE CHOICE OF LOCATION, SIZE AND CONTOUR.

CHANGES IN LIVING CONDITIONS.

Today a large population of the central portion of Boston lives in tenement and apartment houses. More families, consequently, live upon the land and require larger nearby playgrounds and parks to accommodate them. The wide general home use of prepared foods, use of public laundries, restaurants, and other utilities, tend to reduce the number of household servants, and tend with the transit facilities provided by the automobile and the electric car to make the upbuilding of residence areas exceedingly rapid and to render the individual home smaller, less permanent in location, and to make the dwelling an almost standard commodity which may be leased or bought or sold at short notice. The increasing flexibility of hearthstone ties and almost universal facilities for cheap, individual transportation, have placed the family in a position to move from one part of the city to another, to adopt country or seashore life during the summer season,



ONE OF THE IMPORTANT NARROW STREETS OF THE NORTH END. FIRST FLOORS GENERALLY BUSINESS; UPPER FLOORS RESIDENTIAL USE.

to make long expeditions to distant parts of the country at any season, and to make rapid changes of employment. These changes in living conditions are not peculiar to Boston. They are taking place over all this country and in Europe. Whether we like these changes or not, they are one of the salient features of the times. To ignore them in the distribution and layout of parks, and to attempt to provide opportunities and facilities only for those forms of recreation which were in vogue when the parks were established would fail to meet the needs of the hour and the demands of taxpayers. On the other hand to transform our parks instantly to meet all these demands to their full would be equally unwise.

Among other changes of the past half century the following may be noted which have effected the home, places of employment, the schools, the highways, and therefore the parks: General use of electricity for lighting, power, and to some extent for cooking and heating (for both of which gas is also used); general use of the telephone and radio, wider patronage of theatres, picture shows, music and dance halls, indoor skating rinks, museums, the circus, pageants, athletic games and contests; increase in size and number of schools, libraries, churches, hospitals, baths, gymnasias; increased popularity of baseball, football, basketball, tennis, golf, hockey; increased interest in "hiking," long distance touring and camping; increase in out-of-town industrial plants of large size and with excellent equipment; remarkable development of suburban land for housing and country clubs; shortening of working hours, increased wages, and improvement of working conditions, increase of cost of building materials, clothing and food; elimination of the horse for



traction, the development of the private automobile and truck, the decline of surface trolley cars, the growing use of the motor bus, construction of rapid transit subways and elevated electric lines; radical widening and straightening of streets on an extensive scale, creation of local and State planning boards, development of zoning laws to permit rational control of building height, use and area. This list is by no means complete, but it illustrates the range and the intensity of change. Smoke originating from factories, power plants, locomotives, office buildings, dwellings and other sources, prevents the growth of ever-green trees and shrubbery in the parks of the central portions of the City.

Although the horse as a transportation agent upon the park roads and the parkways, which were designed for horse-drawn vehicles, has all but vanished, the number of families and individuals who have at their command privately owned and operated pleasure automobiles is vastly greater than those who formerly used horses. This change has brought a very much heavier traffic burden upon park roads and parkways than could have been foreseen, with the result that radical widenings and reconstruction of these pleasure ways has become necessary both to meet recreative needs and for purposes of safety. Danger resulting from the use of rapidly moving motor vehicles has caused their exclusion from certain park driveways. Large areas of park are devoted to the storage or "parking" of the motor cars of visitors. The number of visitors to the large parkways and parks has increased enormously, in part owing to the use of roadways as mere transportation routes and in part to the increasing use of the parks by out-of-town visitors who frequent the beaches, the local athletic fields, the golf courses and the attractions of the Zoo or the Aquarium. Rapid transit facilities offered by electric cars upon the streets, elevated railroads and subways has made possible an extraordinary interchange of recreative opportunities across the entire length of the City. A local playground, if it be sufficiently large and well-equipped, like the Christopher J. Lee Playground for example, attracts patrons from all parts of the City and from all parts of the Metropolitan area, and also from points outside the State.

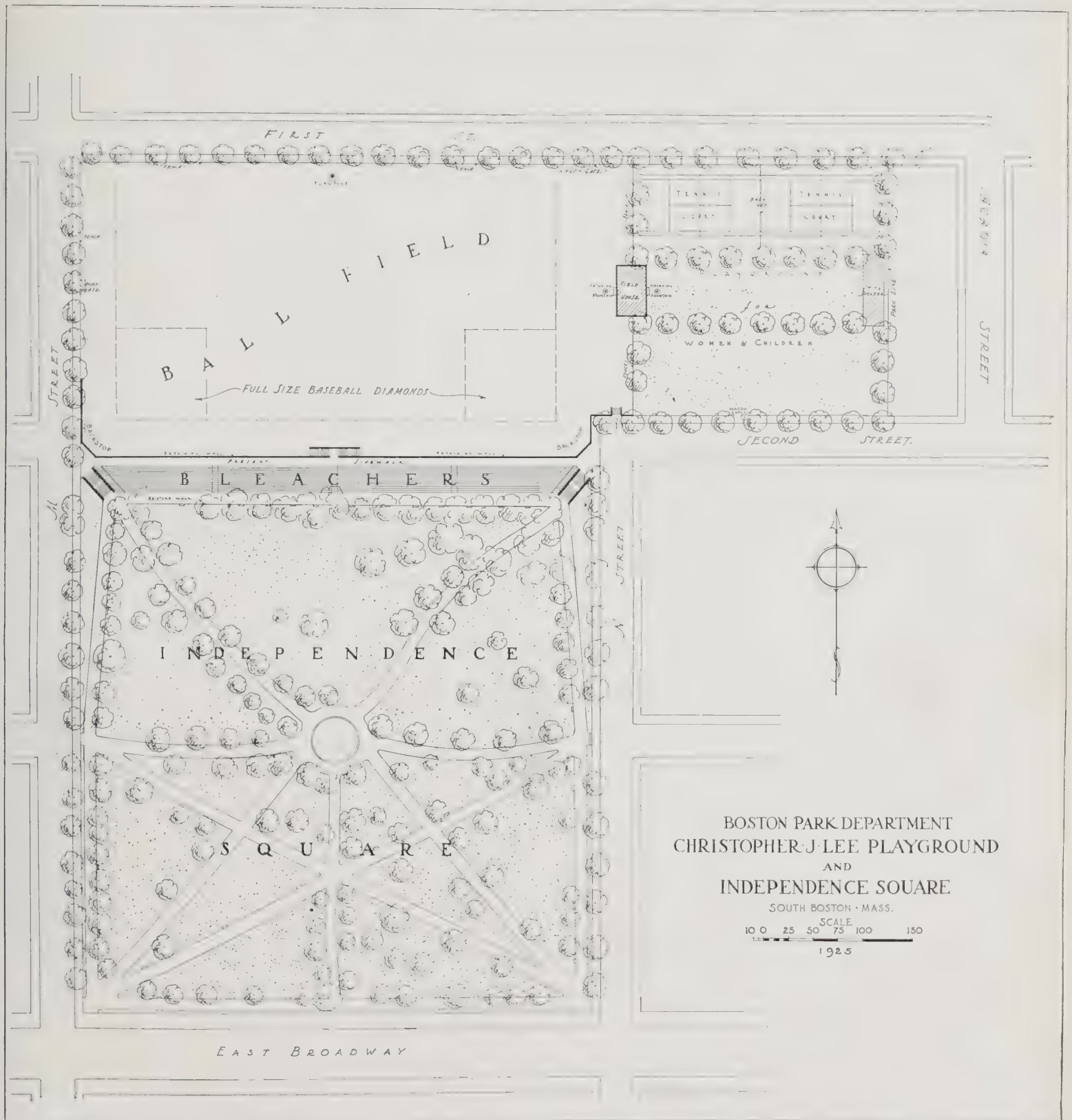
These radical changes in living conditions have gone hand in hand with an increasing demand for playground facilities for ball playing, baseball, football, tennis, basketball, for children's play fields, for bathing beaches, for ample parkways, for golf courses, and for the "special feature" attractions of the Zoo, the Rose Garden and other exhibits. Changes somewhat parallel are taking place in the parks and parkways of many cities of this country and of Europe. If anything, the changes in Boston are slower than those in other large American cities, partly because the Boston Park System was developed earlier and is less flexible, and partly because we have been unwilling to make hasty changes.

To say that there is less appreciation than was expected twenty-five years ago of the impressive landscapes of the great country park section of Franklin Park, of the meadow and hillside landscapes of the Riverway, and of the woodland interiors of the lower parks, is probably true if the quiet, leisurely contemplation of these compositions by the great mass of visitors is meant. Frequenters of the Boston Parks are an exceedingly "strenuous" part of our population. That these men, women and children do not dwell in a lingering manner upon the loveliness of these park landscapes and pause to contemplate them in the fashion of the Schools of Landscape Painters of three-quarters of a century ago need not trouble us. The contemplations of our day are all necessarily brief and rushing.

That is our whole manner of life. The great landscape compositions of our Park System are seen, enjoyed and highly valued. Whenever they have been threatened the popular outcry has been great and it has been compelling. Enthusiasm for golf has made the public a willing spectator of some transformations of the Country Park which ought to be retrieved when other golf courses are provided. Enthusiasm for ball fields has also witnessed injury to the naturalistic landscapes of some of the smaller parks and the reduction in area of adjacent tracts intended for the use of children and girls. There is a growing sentiment for the restoration of these tracts, but at the moment the demands of the young men and boys have been so keenly pressed that the needs of children, girls and elders have been made secondary in some instances. The recent creation of new special playgrounds to meet the latter needs, without accommodations for the larger boys and men, at the Cherry Street, the Morton Street and the Bolton Street Playgrounds, where buildings which covered the entire space have been demolished, indicates both the demand for play space for children and the determination of the City to furnish it even by resorting to drastic methods.



GOLF COURSE, FRANKLIN PARK.



GOOD EXAMPLE OF COMBINED PARK AND PLAYGROUND FACILITIES FOR MEN AND BOYS AND WOMEN AND GIRLS.
TOTAL AREA ELEVEN AND ONE HALF ACRES. SEE PHOTOGRAPH, BETWEEN PAGES 9 AND 10.

RESULTS OF THESE CHANGES.

What bearing have these changes upon Boston's future park and playground system?

First, the demand for public recreation areas having steadily increased through a half century of a most searching kind of change in which full rein has been given to all other competing forms of recreative opportunity, no doubt now remains either with regard to the permanent value of public open spaces or of the importance of placing their development in the front rank of needed public improvements.

Second, playground areas whose space for athletic contests is large are required in greater number to meet the needs of a public which has modern transportation facilities at its command and which shows an increasing interest in viewing spectacular games. Public golf courses are in demand.

Third, a public which is accustomed to the sight of the rapid erection of large buildings, the rapid installation of public service utilities and the wholesale rapid construction of dwellings upon extensive areas of new ground is impatient of slow or piecemeal development of recreative facilities.

Fourth, the extraordinary facility with which domicile for homes can be bought, sold, hired or leased and the ease with which employment is "overturned" has brought into existence a large population always ready to move into or out of residential sections which change character and become attractive or unattractive. For this reason well equipped and well maintained recreative facilities must be regarded as valuable in stabilizing the value of the City of Boston as a residential district in competition with surrounding cities and towns.

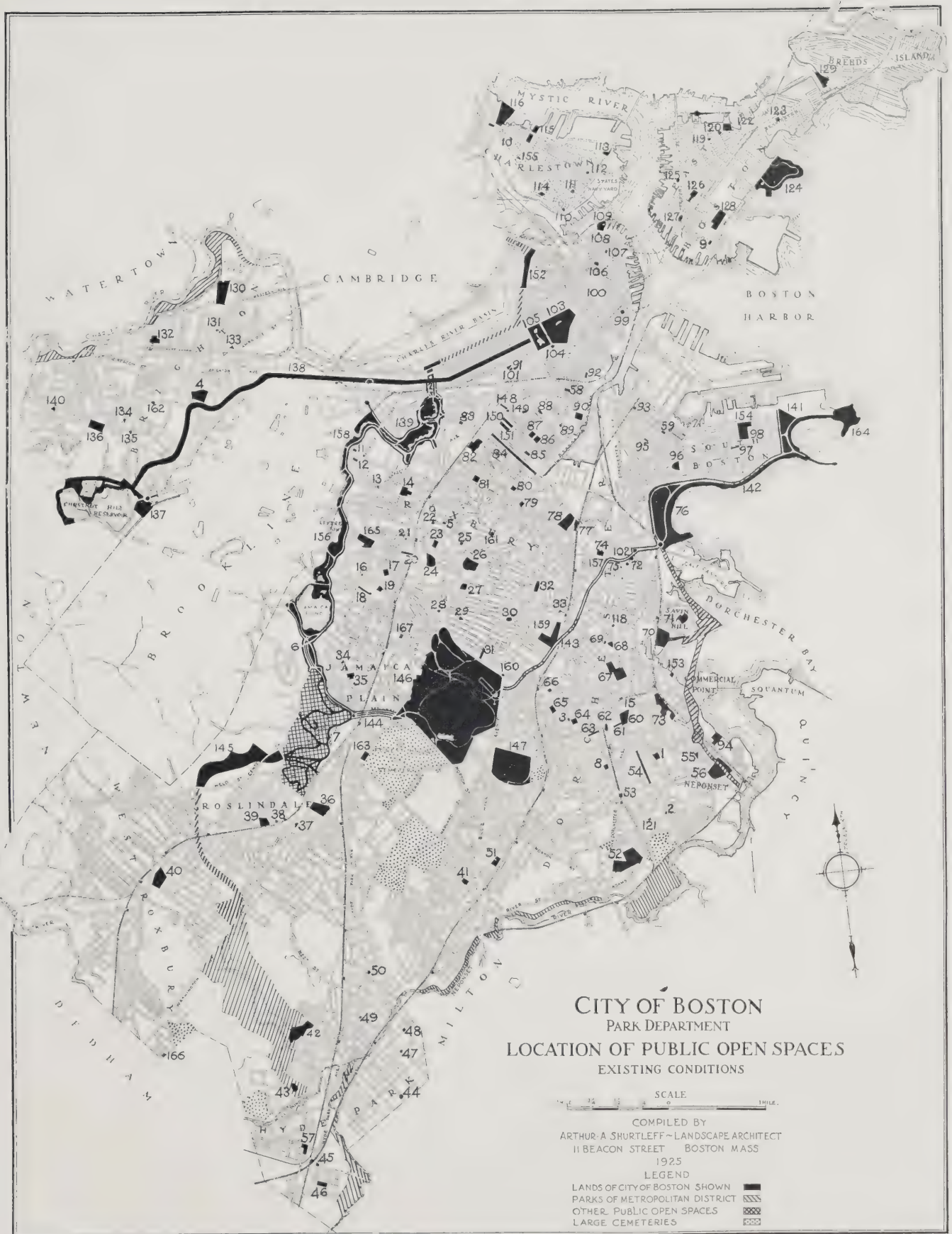
Fifth, horse-drawn vehicles have disappeared from the parkways and are replaced by a much greater number of more rapidly-moving motor vehicles which require wider and straighter roadways and road junctions of new forms in order to reduce the number of accidents and to facilitate traffic control. The parkways are unsafe for the use of foot power bicycles, and are less attractive to horseback riders and to pedestrians.

Sixth, the parkways are widely used for long distance inter-city and inter-state motor routes, in part because they are wide, smooth and attractive, and in part because other through routes of good width and smoothness are lacking in the general street system of Boston and surrounding cities and towns. There is a constant demand for extensive widenings of the roadways of the parkways at the expense of grass and tree spaces.

Seventh, on the parkways horse cars have been replaced by trolley cars, and the latter are frequently operated in trains, at high speeds, with few stops, and tend to destroy the grass of the reserve spaces. The automobile bus is making its appearance on some of the parkways.

Eighth, there is an increasing demand for motor parking spaces, motor camp grounds, oiling stations, and roadside restaurants.

The above are obvious results. Other results not clearly seen at present may be expected to develop in coming years.



THE REGION OF USE OF INDIVIDUAL PARKS AND PLAYGROUNDS.

Parks as well as playgrounds vary widely in the distance to which the public will go to use them. A well-equipped ball field like that at M Street, South Boston, will attract players and spectators from a distance of many miles. A fine bathing beach with excellent bath house facilities like those along the South Boston shore may draw patrons to it from districts far beyond the City limits. A great park like Franklin Park may attract visitors from other cities or towns to enjoy the sight of well composed open landscapes and woodlands or to see the Zoo or to play golf. In general the more complete the equipment and arrangement and the more interesting the composition, the greater becomes the region from which visitors will come. Visitors from considerable distances are of course those who use motors, who avail themselves of rapid transit facilities, or those who have the strength and the time to ride bicycles or to walk long distances. Usually a park or playground which draws patrons from these distances is one of special seasonal attraction, like a bathing beach or a skating or boating place, or one offering attractions for special large games attracting crowds, or for exhibitions of animals or flowers.

If the whole purpose of parks and playgrounds were to accommodate long distance visitors, or to provide only seasonal recreation or special exhibitions, the problem of designing a park system would be relatively simple. Only a few well equipped open spaces of good size and of the needed kinds would be required under such circumstances, and their distance apart or their distance from the homes of their patrons would not form an important factor. Indeed one centrally located and easily accessible area of large extent and embracing all these features properly combined or separated might accomplish these purposes satisfactorily. In fact, as we know, the problem is vastly more difficult and more complicated. The needs of another group of visitors must be met. These patrons are the children, the mothers and nurses, and younger boys and girls of school age, and older persons who need parks and playgrounds for daily use throughout the whole year, and who can reach them only by walking. Not all children or their elders avail themselves, it is true, of such facilities every day, but the daily demand is great and year by year it is becoming greater. Year by year the value of such recreative opportunities, constantly available to the population of modern cities, is becoming more important, both to sustain the physical well being of communities and to safeguard from depreciation the vast treasure invested in cities. It is the popular and constant demand, however, and not the reasoning about the demand that is bringing local parks and playgrounds into existence in Boston for use of the nearby families and individuals.

In the case of local parks and playgrounds, the region of use is limited by the distance to which children, mothers, nurses, boys and girls of school age, and elders, are willing or able to walk. The experience of Boston and most large cities shows that this limiting distance is about one-quarter of a mile. A greater distance usually keeps children at home or on the doorsteps, or in the streets. Consequently the region of use of parks and playgrounds designed for local use may be indicated approximately by a line drawn around the recreation space at a distance of one-quarter of a mile which will also represent the maximum local use distance of parks and playgrounds of long distance or general use.

The use of streets and sidewalks for play purposes has always been objectionable on account of danger to children. Recent increase in the number and the speed of vehicles makes such danger greater. Street play may involve collisions between rapidly moving automobiles which attempt to avoid children by sudden changes of speed or of direction. Automobiles sometimes mount the curbstones and endanger pedestrians on the sidewalk or persons seated on doorsteps, in order to escape children who are playing in the streets. Playgrounds have become even more essential to the safety of street traffic and to pedestrians using the sidewalks than to the children.

QUARTER MILE DISTANCE LINES.

The plan on page 26 shows the location of the distance lines described in the preceding paragraphs. In the older parts of the City these lines overlap or approach so closely that the intervening residence areas are reasonably well provided either with park or playground facilities or with both. All distance lines are drawn from the edges of each open space. The Metropolitan Park areas of the Charles River Basin and the Stony Brook Reservation are shown with their distance lines. On this plan the location of all the nearby park or playground areas of Cambridge, Brookline, Newton, Dedham and Milton are indicated. Few of these outlying parks or playgrounds, except those of the Metropolitan System, have been placed sufficiently near the boundary lines of Boston to carry their quarter mile zones within usable distance of the City and consequently the distance lines of the too distant recreation areas are omitted.

The question will at once arise, are parkways listed or plotted with quarter-mile use distance lines? In this analysis parkways like Columbia Road and Commonwealth Avenue have not been included in the Park-Playground areas on account of their narrow width and their intensive use by motors. Wider parkways like the Muddy River Parkway and its tributaries, the Neponset River and the Charles River Parkways are included because they are sufficiently wide to escape domination by motor use. Obviously this classification is not wholly logical because all the parkways were dedicated to park use, they are controlled by the Park Department, and they are used largely by pleasure vehicles. In European cities the borders of parkways or boulevards are used to a very general degree for recreation, including promenading, out-of-door picnicking and dining, musical and theatrical entertainments and the like. With us today, however, our own narrower parkways have become the most intensively used and the most popular motor routes of the City and of the entire vicinity. To the pleasures of motor transportation rather than to outdoor sports and the contemplation of quiet landscapes associated with playgrounds and parks, these parkways have become pretty closely dedicated in the last decade. Their original function of approaches to parks has now become almost an incident, though their recreative value through their convenience to the users of pleasure vehicles is available to an enormously larger number of persons and especially to out of town visitors than was planned when these pleasure ways were created.



In drawing the quarter-mile distance lines, small squares at street intersections and other tracts of park land too small for substantial park or playground use are not used for centres. Reference to the list of open spaces and their acreage (see page 56), will indicate the distinctions which have been made. No distinction is made on these published plans between parks and playgrounds because many are combined now and others are capable of combination at once or by addition to their area. For the use of your department separate plans have been made and are submitted with this report.

RELATION OF ZONING TO FUTURE PARKS.

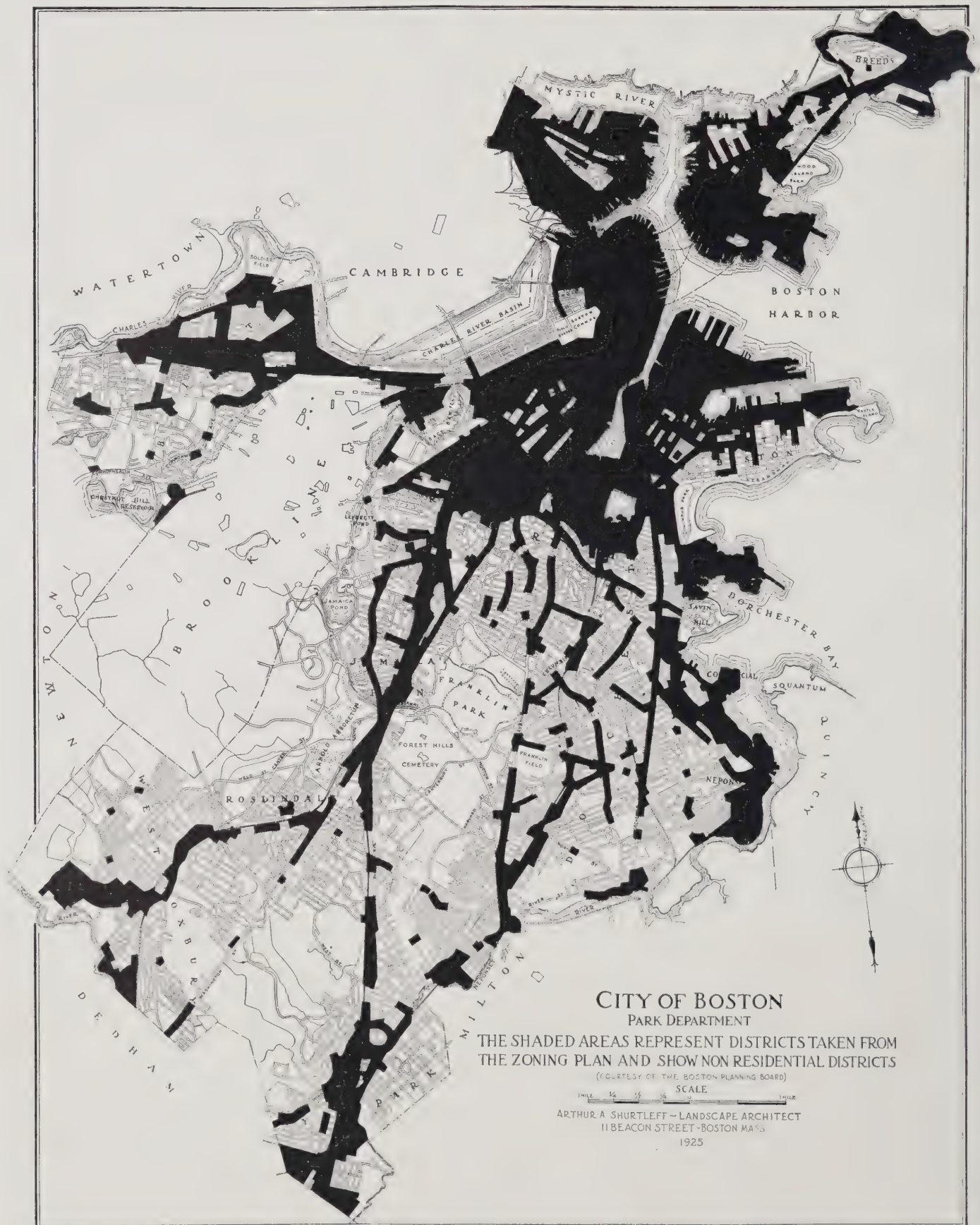
The adoption of zoning or districting plans for Boston simplifies the selection of sites for future recreation areas and at the same time stabilizes the continued usefulness of such areas after they have been acquired and developed. The zoning plans show among other features the location of permanent residence areas. The agreements which have determined the location of these districts tend to prevent changes of use there, and in all cases prevent sudden and unconsidered changes of use. On page 28 is given a draft of that portion of the use area zones which are for residence purposes, that is to say, for single family dwellings, multiple family dwellings, apartment houses, and including permissible uses of schools, hospitals and churches.

This special section of the zoning plan indicates, consequently, the places in which *local* parks and playgrounds should be provided if they do not already exist. Not to secure space for such local facilities in sparsely settled regions of Boston zoned for residence use would be to neglect the opportunity to choose ground of sufficient size and satisfactory contour and ground cover at a time when the cost of land is low, and under conditions which eliminate, as far as lies in human power, all uncertainty as to the future need of parks and playgrounds. I stress the word "local" because a great bathing beach or large athletic field intended for the use of several communities or for the entire City, reasonably might be placed in an industrial or other nonresidential zone if the latter offered the best topographical or strategic site for such a recreation space.

THE RESULTING PLAN OF AREAS LACKING PARKS AND PLAYGROUNDS.

The series of quarter-mile distance lines described in the preceding paragraphs, when applied to all the parks and playgrounds of the City, results in the plan on page 31. As might be expected from the care which has been used by the Park Department and more recently by the co-operation of the Planning Board in choosing playground sites in the older and more thickly settled portions of the City, these lines leave little uncovered territory. In the more sparsely built-up sections, especially in West Roxbury, Brighton, Dorchester and Hyde Park, there are of course conspicuous areas which lack inclusion by distance lines. It is to a consideration of these large tracts and to the few smaller tracts in the more central portions of the City which lack parks and playgrounds that the plan is especially useful.

Evidently, however, there should be brought in for consideration all areas which are either nonresidential in character at present or which are listed as nonresidential upon



the adopted zoning plans of the City. These areas of stores, warehouses, factories and other industrial establishments, office buildings and the like, are shown on the adopted zoning plan on page 28. A combination of this plan with the one mentioned in the paragraph immediately above shows what may be called the net areas needing parks and playgrounds. This plan is shown on page 31 and is entitled: "Residence Areas Not Provided With Parks Or Playgrounds Within One-Quarter Mile."

Although this plan furnishes an exceedingly valuable indication of the regions in which parks and playgrounds should be provided, it cannot be used without the reservations and the local field study which is described elsewhere in this report.

ANALYSIS OF THE PLAN OF RESIDENCE AREAS LACKING PARKS AND PLAYGROUNDS.

An interpretation of the plan on page 31 to mean the abandonment or a reduction in area of parks and playgrounds which now exist in areas zoned as "non-residential" would be as unwise as to interpret it to mean that no extension should be made of the present recreative facilities in such areas destined in time to become industrial or business in character. In the North End, for example, where recreation grounds are relatively small and where the population is large at present and densely distributed, the inevitable change to industrial use is taking place far too slowly to justify giving up the several programs for larger park areas. In the neighborhood of the group of large schools, larger



BOSTON INDUSTRIAL REGION FROM WHICH RESIDENCES ARE RETREATING. VICINITY OF D STREET, SOUTH BOSTON.

playgrounds are urgently needed. Other sections of the City where residential use is destined to give place slowly to industries, the recreative needs of the present must be met. In sections where residential use is growing and is both safeguarded and encouraged by zoning for that use, there can be no uncertainty regarding either the need of parks and playgrounds or the desirability of acquiring them promptly and on a generous scale.

The following comments on the areas indicated on the plan on page 31 outline present needs and the opportunities for meeting them. Specific recommendations for the acquisition of particular plots of land are not attempted, as an exhaustive examination of all available pieces of ground should be made at the time moneys for land are available and when options and purchases can be made to the best advantage of the City. The attempt is made, however, to indicate pretty closely the general area in which a search for suitable land should be carried on for reasons already given.

In choosing an exact location for a single park-playground site in a strip of region like Clarendon Hills and vicinity, which is so large that a half dozen or more recreation grounds will be required to serve it, all future sites for that strip should be considered in their half-mile-distance-relations to one another before any one site can be definitely fixed. If this is not done, the first site chosen may force a subsequent wasteful distribution of distances upon succeeding sites by creating intervals between them either too large or too small. Green circles are drawn upon the plan to indicate the general locations for future parks and playgrounds, assuming their distance to be one-half mile. These circles are also placed one-quarter mile distant from the edges of the shaded areas, being areas already provided with recreation grounds. Circles of rather large size are used in order to make the fact evident that the intention is to indicate a region rather than an exact parcel of ground. Careful studies of these approximate locations will be required on the ground when purchases are to be made to fix upon a definite parcel of ground after consideration of contour, boundary, soil, tree-cover, cost of land, cost of development, nearness to business and industrial districts and to dangerous main thoroughfares, to railway lines not provided with crossings, location of schools and all other factors. These ground studies and purchases should be made soon, otherwise vacant land for playgrounds may not be found where required and in adequate size except at unreasonable cost.

In the West Roxbury region tentative circles showing general locations for recreation areas are indicated. Where these circles lie within reach of recreation grounds which may be provided by Dedham or by Newton, the existence of these outlying recreation grounds ought to be brought in as a factor determining the area as well as the precise location of the Boston recreation grounds. In Brighton a circle is shown in the center of the large area bounded by Commonwealth Avenue, Warren Street, Cambridge Street, Winship Street and the high service reservoir. Circles are also shown in the western portion of Brighton, and in territory adjacent to Sparhawk Street and the high ground near the Newton line. The latter location will need careful study in connection with the probable future development of business in the neighborhood of Oak Square.



THIS PLAN IS PRINTED ON THIN PAPER AND IS PLACED OVER THE PLAN OF RESIDENTIAL AREAS LACKING PARKS SO THE RELATION BETWEEN SCHOOLS AND SUGGESTED PARK AREAS CAN BE STUDIED.

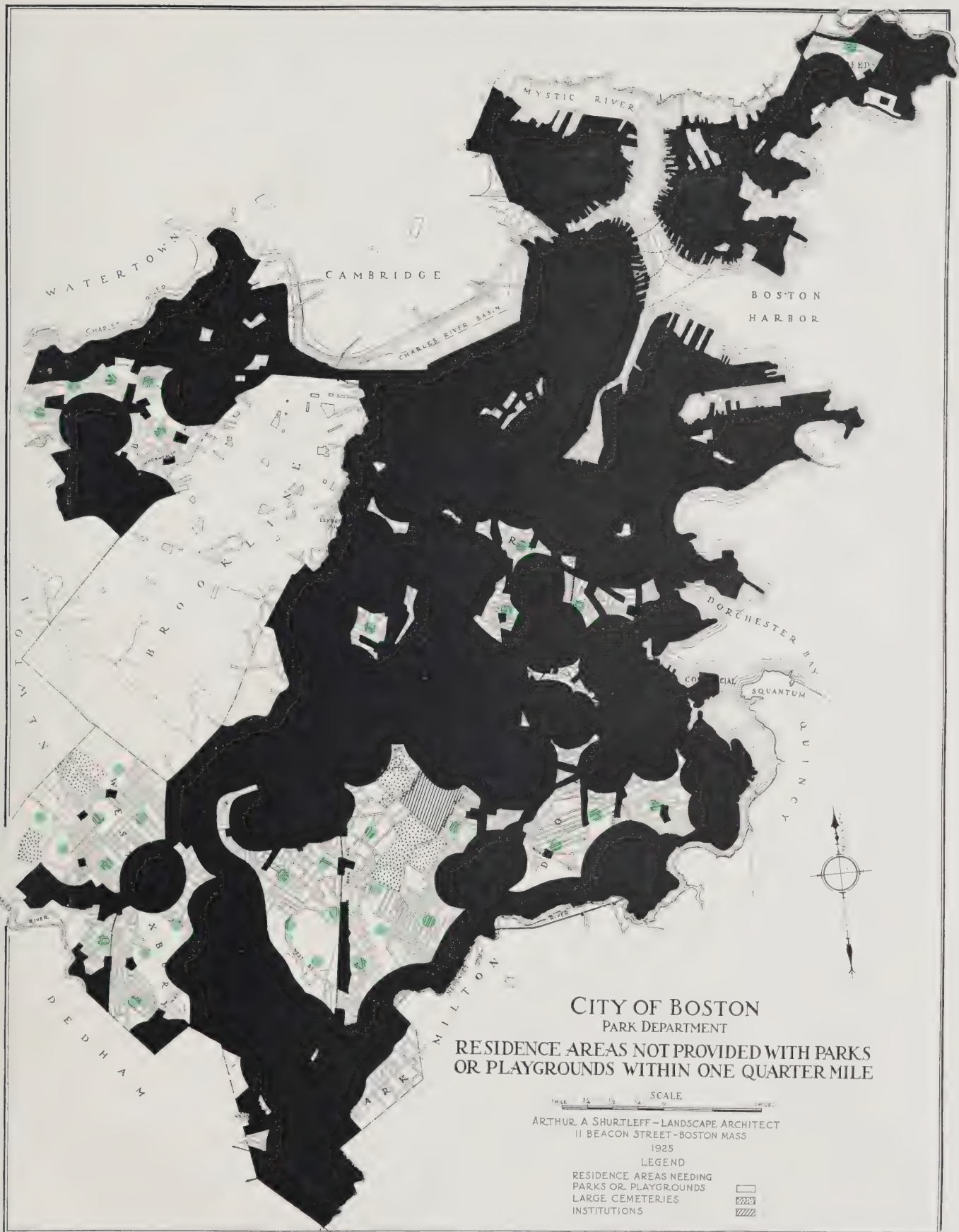
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outlined on the plan on page 31 outline
the Board's recommendations for
an exhaustive examina-
tion of land are



THIS PLAN IS PRINTED ON THIN PAPER AND IS PLACED OVER THE PLAN OF RESIDENTIAL AREAS
LACKING PARKS SO THE RELATION BETWEEN SCHOOLS AND SUGGESTED PARK AREAS CAN
BE STUDIED.



DARK AREAS ARE EITHER PROVIDED WITH PARKS AT PRESENT OR ARE ZONED FOR OTHER THAN RESIDENTIAL USE.

In the southerly section of the City, recreation space is needed in the district between Morton Street and Milton Avenue, and probably another southwest of Morton Street, as indicated. Further east in the Ashmont district two, and perhaps three, playgrounds will be required, depending upon the expansion of the business districts along Washington Street, Dorchester Avenue, and at Adams Square.

Scattered over this plan of Boston there are many smaller regions which lie just beyond the reach of existing recreation spaces and grounds adjacent to or intersected by railroads and by business streets. Green circles are entered on the largest of these areas to indicate that although these areas are comparatively small, recreation facilities should be provided unless the development of business in the near future indicates that playground or park space will not be required. In the instance of areas of rather small size lying just beyond the reach of the quarter-mile lines, green circles are sometimes included, as in the instance of the vicinity of Upham's Corner where existing playground facilities are small in area, and sometimes omitted as in the neighborhood of Columbus Square and Warren Avenue at the South End, where the rapid growth of surrounding business districts makes the need of future playgrounds questionable. In the case of the comparatively small area shown in the westerly section of South Boston and in the Allston district, a final decision can hardly be made until the rapidity of the development of the surrounding industrial and business districts can be gauged.

In the northwestern section of East Boston, there is an area of small size which will also require watching during the next few years to see whether the facilities provided by the Condor Street Playground will be sufficient to accommodate the populations on the West during the growth of business and of industries. Similarly in Charlestown the recreation facilities afforded by the Charlestown Playground, Charlestown Heights, the recently enlarged Mystic Playground, and the Fred D. Emmons Playground may be sufficient for a territory in which business and manufacturing is advancing into the residence areas.

On the low ground east of Orient Heights the Zoning Plan indicates an extensive industrial development which appears so likely to materialize upon this swampy ground that recreation areas are not indicated on the plan. Green circles are indicated, however, on other portions of Breeds Island which are rapidly developing for residence use.

Upon topography as varied as that within the limits of Boston, monotonous similarity in the contour and consequently in the design of parks and playgrounds hardly need be feared. On the other hand there is danger in choosing mere vacant land in parts of the City which are already pretty thoroughly built up. In such localities the available vacant ground may have escaped occupation by buildings on account of wetness, poor foundation possibilities, great steepness, or the presence of ledge. Under such conditions the purchase of occupied ground and the demolition of buildings is often more economical if the cost of reclaiming or grading operations are involved to secure sufficiently dry level and extensive space for ball fields or other large play spaces. The City has been fortunate in finding such so-called "waste lands" available for recreative development when all others were unattainable. In the sparsely built-up sections of the City land should be acquired when there is a greater choice possible, when costs are relatively low, and when the natural ground cover of grass and trees essential to parks has not been destroyed.

SCALE OF THE PLANS.

All the standard-size plans accompanying this report are drawn to a scale of 1,500 feet to the inch in ink on tracing cloth. These are reduced by the printer to a scale of about 6,187 feet to the inch and are provided with a graphical scale. For field use a master plan at a scale of 800 feet to the inch was used.

LIST OF PARKS AND AREAS.

A list of parks and park areas is given in the Special Report of the Park Department for 1925 on pages 30-34. The list of parks contained in the current report, pages 57-59, is limited to those of sufficiently large area to be included in the distance-areas which are described.



PHOTOGRAPH OF QUARRY NEAR JEFFERSON SCHOOL. THIS LAND ACQUIRED FOR PLAYGROUND USE. SEE PLAN, PAGE 37.

RELATION OF PLAYGROUNDS TO SCHOOL LOCATIONS.

For convenient reference a plan indicating the location of all public and parochial schools of the City is printed on thin paper and is placed upon the plan indicating regions where parks and playgrounds are required. (See page 31.) Evidently where land is available, playgrounds and parks should be placed near the schools. By combining installations in this manner the recreation area will gain much in value to the neighborhoods even though it may not be feasible in all cases to allow the children to use such open spaces during short recess periods. In general where several alternative sites for playgrounds in a district

needing them are open for consideration, a decision may often be reached in favor of a site whose relation to nearby schools is most convenient. At certain periods during the year, extensive use can be made of playgrounds as a part of the school exercises, but at all seasons such playgrounds and their facilities become familiar to the school children and can be approached by streets which become familiar in every day association with the schools.

The enlargement of the public school buildings of the City during the past decade or two has been phenomenal. Plots of grounds which were considered adequate for school structures previous to that time are now wholly inadequate to contain required buildings. In the future further expansion of school installation is to be expected, and consequently if playgrounds are placed near school sites, there is always chance that the subsequent development of school buildings may take place upon playground areas. For this reason a careful forecast should be made of the probable needs of future schools, and sufficient ground for their accommodation should be provided independently of the land set apart for playground use.

DESIRABLE SIZE OF PARKS AND PLAYGROUNDS.

Ten per cent of a residence area, for example, the area of one of the quarter-mile distance-areas already mentioned, is commonly regarded as a reasonable space to devote to parks and playgrounds. This factor has been used as a guide in determining such areas in many cities of this country and Europe, and serves as a satisfactory general figure. To set aside very much more land for recreative use means withdrawing a considerable area from tax-earning return. To set aside less means withdrawing recreative opportunities from which other returns as valuable or more valuable than a yield in taxes accrue. An exact reckoning in this ten per cent field is, of course, impossible because a balance between a perfectly tangible area of land and a largely intangible return in health, morale, education and all the factors that outdoor recreation upon or near that land may contribute to social welfare, cannot be measured.

Fortunately others than statisticians are taking part in the determination of the extent to which parks and playgrounds are to be provided. The public has become an active party in these decisions, and with fifty years of experience is making its wishes known. These wishes are clearly for more recreation space even where a theoretic allotment of ten per cent of area has been made. That these wishes have resulted in tangible results is shown by the diagram on page 31, in which the area of the City and the area of these open spaces is shown.

Boston's total area is 30,500 acres. Boston's parks and playgrounds total about 2,500 acres, which is about ten per cent of the total. Franklin Park, 527 acres, Franklin Field, 77 acres and Columbus Park, 79 acres, form a large part of this total. The remaining area when distributed among the remaining parks and playgrounds affords a quota for each varying from .10 to 60 acres. The question will at once be raised: How do these acreages compare with the distance-radius areas already discussed? Examination of the table on pages 57-59 answers this question. Here is given the acreage of each recreation space, the gross acreage of the corresponding distance-radius area, and the net area after eliminating the nonresidence districts taken from the zoning map, page 28. Caution

must be exercised in using the latter net area, however, as in many cases districts which are shown nonresidential still contain many residences which are likely to remain for a long period before the zoning restriction is completely realized.

As a whole the table shows that the local park and playground areas, exclusive of the great parks, range from less than one per cent to five or six per cent of the local areas which they serve. On a per cent basis certainly the smaller parks and playgrounds are too small. In meeting this situation the City has not been slow to act. Recent increase in the size of the Gibson Street Playground and the Christopher Lee Playground, by the absorption of adjacent streets, the doubling in area of the Mystic Playground, and other increases indicate these activities of enlargement as distinguished from the general increase of total area made by the acquisition of new parks and playgrounds like the Francis Parkman Playground, the Bolton Street Playground, the Cherry Street Playground, and others.

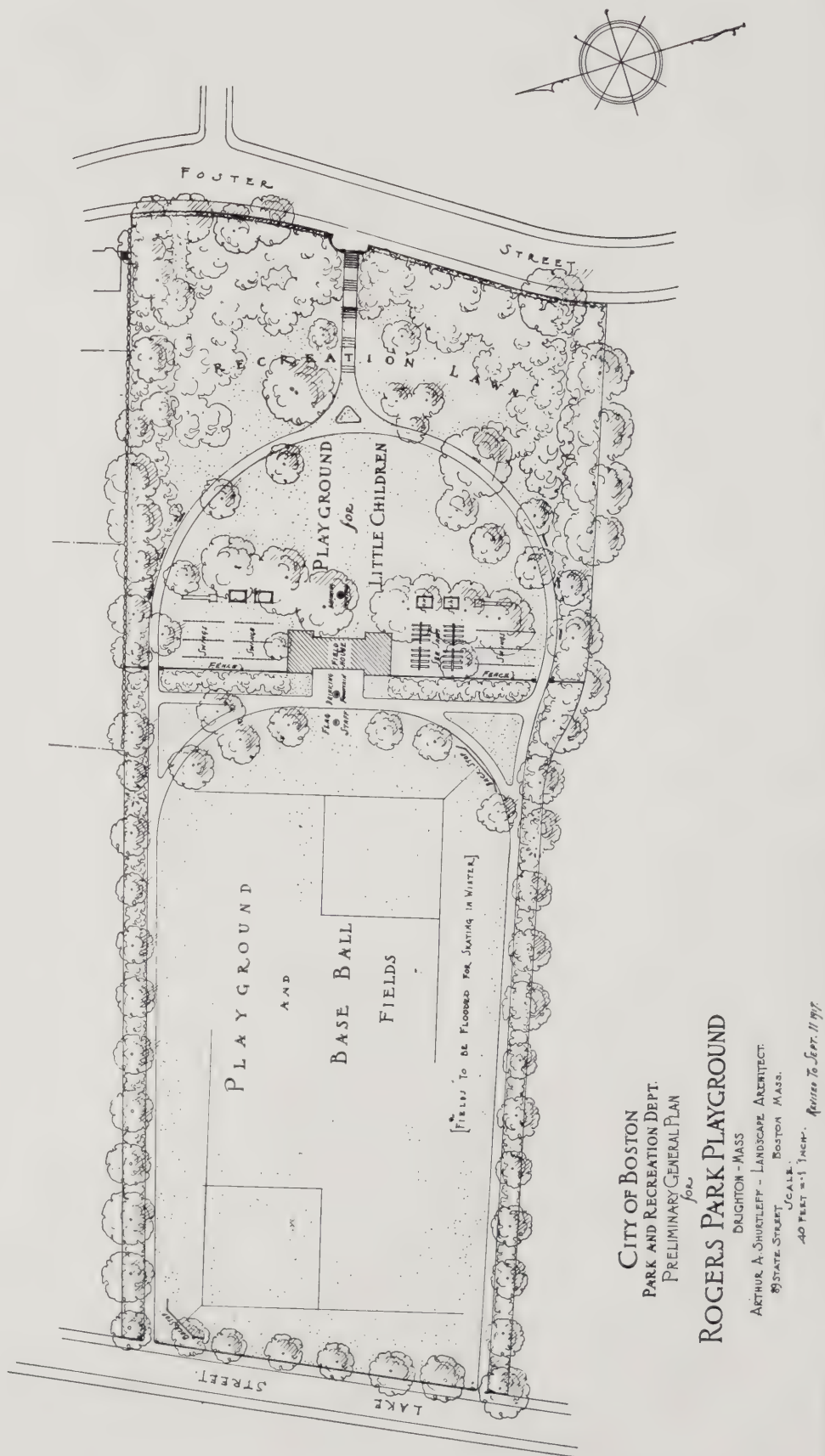
Evidently in the newly settled sections of the City playgrounds and parks of larger average size than those provided a decade or more ago should be acquired. With greater acreage better facilities can be provided for the smaller children and also for elder persons for whom pleasure grounds should be provided in the form of parks containing trees, shrubbery and greensward, arranged in pleasant compositions. In such parks the ball games and other field sports of playgrounds should be prohibited. Such prohibition cannot be made as a practical matter, so great is the present demand for ball fields, unless the area of ground set aside for field sports is sufficiently generous to meet reasonable local needs.

A local playground of minimum desirable size to meet the needs of the neighborhood uses which have been discussed above should contain in round figures something like the following, but greater space would be desirable:—

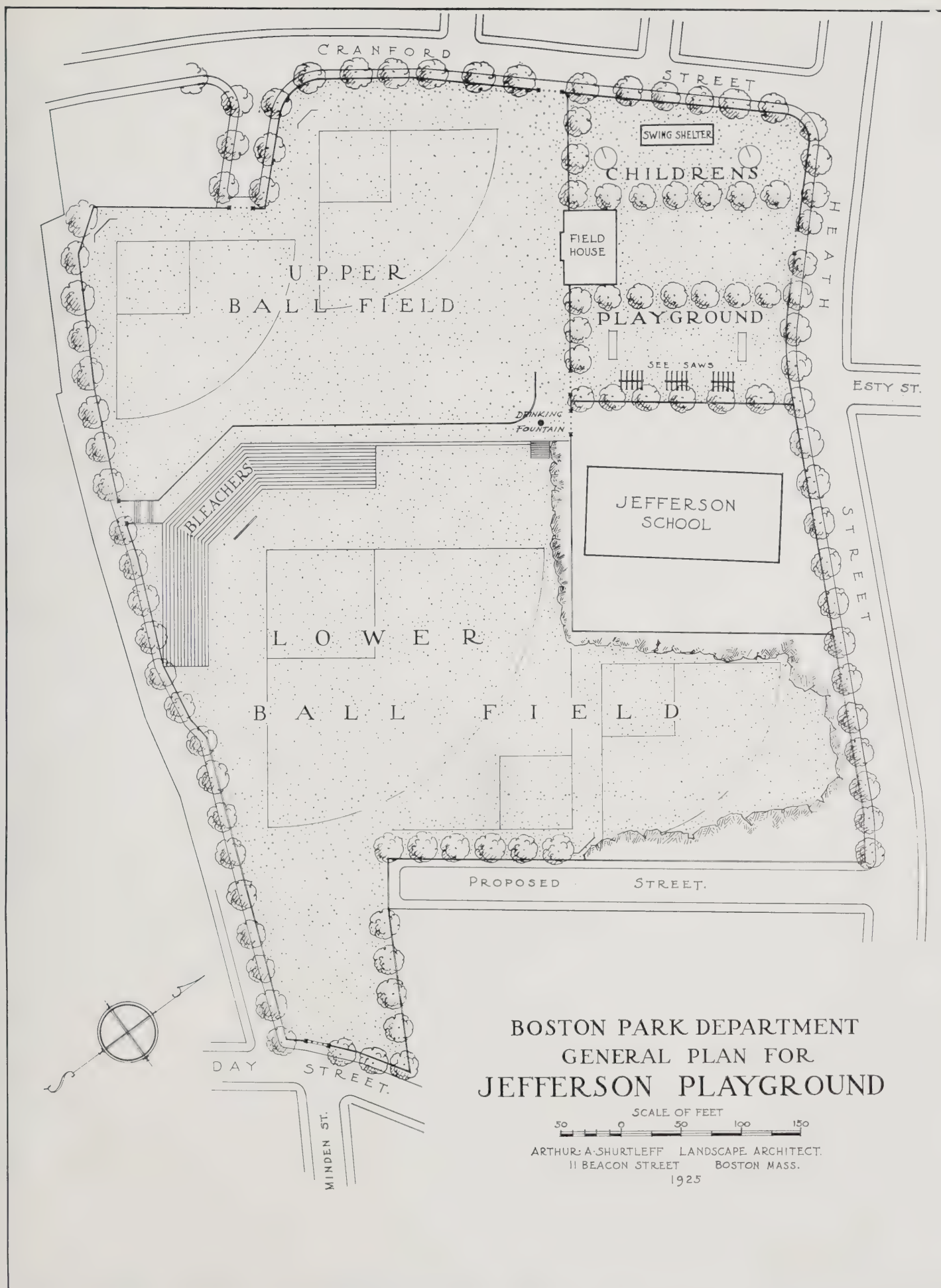
(a) Space for two full size ball diamonds, which space can also be used for a regulation football field with room for a locker building and bleachers, about	3 acres.
(b) Space for children's playground with trees, swing shelter and play area large enough for basketball	1½ acres.
(c) Add to (a) or (b) space for two tennis courts in districts where patrons of the game are found, about	½ acre.
(d) Park space separated from the playground spaces, and containing trees, shrubbery, small lawns, foot paths, and space for many outdoor seats, about	2 acres.
Total	7 acres.

Of the above type of combined park and playground the City already has several good examples in the Charlesbank (10 acres), Charlestown Heights (10 acres), Rogers Park (7 acres), the Allston Playground (Stanley A. Ringer) (12 acres), Billings Field (11 acres), and others, not to mention the great parks, Franklin, Columbus and Franklin Field. Many more recreation areas of these all-around types are required and they should be provided in the districts noted.

A glance at the acreage of existing Boston playgrounds and parks given on pages 57-59 indicates the small size of many of these open spaces in the older part of the City. The assumption might be made that small acreages like those of Cherry Street (.40 acre), Tyler



THIS OPEN SPACE COMBINES PLAYGROUND AND PARK FACILITIES. TOTAL ACREAGE IS ABOUT SEVEN ACRES. HALF THE GROUND IS LEVEL AND THE REMAINDER STEEPLY SLOPING AND COVERED WITH TREES.



PLAYGROUND (ABOUT SEVEN ACRES) FOR MEN AND BOYS, WOMEN AND GIRLS, ON THE SITE OF OLD STONE QUARRY ADJACENT TO JEFFERSON SCHOOL. LOT OF IRREGULAR OUTLINE AND CONTOUR FORCING A PICTURESQUE ARRANGEMENT OF FACILITIES.
(SEE PHOTOGRAPH, PAGE 33.)

Street (.26 acre), and Prince Street (.40 acre) must be so small as to be little better than nothing. An examination of these playgrounds, however, illustrates their extraordinary usefulness and their singular efficiency. No argument need be given to prove that their size should be increased, but an examination of their surroundings indicates the difficulty, as they are closely surrounded with buildings whose removal, if possible, would be very costly. To say that enlargement of these playgrounds should be made, or that supplementary facilities should be provided, would be a truism. A study of these cramped open spaces presents the strongest argument for the early acquisition of adequate space in the newer sections of the City where ground for the purpose is still available.

The detailed design of future or of existing parks and playgrounds is not discussed in this report, which is confined to matters of location and to the broadest considerations of general layout.



DEMOLITION OF BUILDINGS IN PROGRESS TO CREATE A PLAYGROUND AREA AT BOLTON STREET, SOUTH BOSTON, FOR THE USE OF CHILDREN. AREA THREE FOURTHS ACRE.

THE EFFICIENCY OF LARGE VERSUS SMALL PLAYGROUNDS.

With regard to the cost of installation and supervision, small playgrounds and parks are less efficient than large ones. For example, compare two recreation spaces of one acre each with a single recreation space of four acres, and assume that the two small areas when combined attempt to serve a residence district of the same size as the large one. Also assume each area to be surrounded with streets. The two smaller areas of course require twice as many field houses and other installations which may or may not be more costly, but the number of field house caretakers is doubled in any case. The two smaller areas

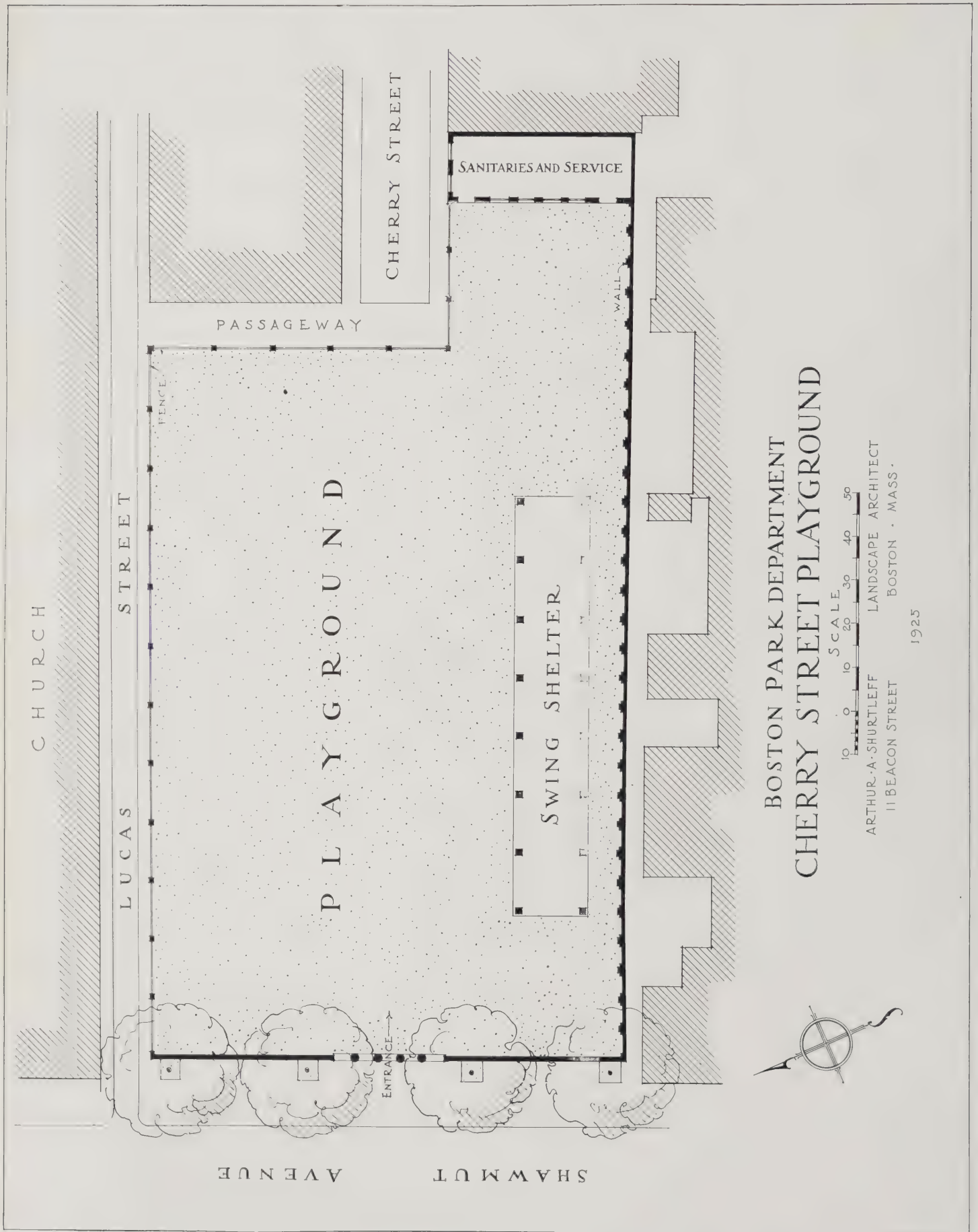
also require, in proportion to the space which they provide for recreation, twice as many lineal feet of marginal fences, walls, plantations, sidewalks, or marginal streets, and to the same degree they lose privacy and present a greater contact with street traffic along their edges.



BOSTON INDUSTRIAL REGION, CONTAINING NO RESIDENCES.

A comparison of the actual residence area served by a single small recreation area of one acre, and larger ones of four, nine, and sixteen acres is interesting. Using the quarter mile distances already described, and measuring from the edges and the corners of square recreation spaces of these sizes, the following approximates are found:

ACREAGE OF RECREATION SPACE.	Total Quarter Mile Distance Acreage.	Net Quarter Mile Distance Acreage.	Gains (About).
1.....	147	146	
4.....	168	164	18
9.....	191	182	18
16.....	215	199	17
25.....	241	216	17



EXAMPLE OF PLAYGROUND SECURED BY DEMOLITION OF BUILDINGS NEAR THE HEART OF THE CITY AT CHERRY STREET, CORNER OF SHAWMUT AVENUE. DEVOTED TO THE USE OF CHILDREN. AREA, ONE HALF ACRE.

The most convincing argument for local recreation spaces of good size, say seven to ten or more acres as contrasted with spaces of small size, say one to two acres, is found by actual field examination of such small areas and by the opinion expressed by those who depend upon the meagre accommodations.

A playground in a residence district should not present, when seen from without, an expanse of play surfaces and fences so arid and mechanically uninteresting as to hurt the general appearance of the neighborhood. Trees, vine-clad walls, or borders of shrubbery and grass should be arranged to make the exterior of such play spaces attractive.



STREET WIDENING OPERATIONS IN DISTRICT OF COMBINED BUSINESS AND RESIDENCE, ZONED FOR NON-RESIDENCE USE.

USE OF THE PARKS FOR SPECIAL GAMES.

Although the pastoral landscape areas of Franklin Park were not designed to accommodate golf, this game is now played extensively upon them. In many respects the game is appropriate to this park, and under present control little objection can be made.

When a golf course and the play upon it is subordinate in incident to the landscape, of a public park, objection to the course cannot be sustained against a strong demand for it. On the other hand, if a golf course becomes a most conspicuous element in the scenery through the presence of hazards, bunkers, tees, the play itself, and other features which seize the attention, objection to the course becomes fundamental. A decision must be made, then, either to preserve the landscapes upon which the golf course has intruded, or to regard the former landscapes as an intruding element and yield it to the new game.

In making such a decision the following facts should be weighed. I dwell upon them at some length because the relation of the golf course to the design of Franklin Park is typical of other unintended uses which may spring up in the parks and which in the long run may tend to destroy features justifying the construction of such parks and essential to their all around public use.

First, there are places other than Franklin Park in the vicinity of Boston where golf can be played, but there is no other area of public ground in Boston or even in its near vicinity where a landscape as extensive has been designed and brought to a high degree of perfection for the enjoyment of persons who wish to view it from woodlands which surround it or who wish to walk over open areas which are sheltered from distracting objects and brought into an attractive composition by the grouping of trees and border shrubbery in relation to the contour of hills and valleys. Second, this landscape composition was designed to be the most important feature of Franklin Park, and to this composition all the minor landscapes — the Zoo, the service areas, the great Playstead, and the extensive fields for tennis — were carefully subordinated. All the main roadways which connect the parkways on the west at the Arborway with those on the east at Columbia Road through the Park were placed where sight and noise of vehicles would not intrude upon this landscape composition. Third, a golf course has been developed in this landscape composition because the ground could be used without rental or purchase cost and the public could play without club membership or other cost incident to private courses.

The intensive use of this ground for a purpose which was not intended when the Park was designed has come about very gradually and through the slow development over a term of years of a game whose ultimate requirements were not foreseen. In the beginning the game appeared to be one which would be played chiefly by those who sought this landscape for the very kind of enjoyment it was intended to provide and under conditions which would not modify the landscape itself. If the requirements of the game develop to a point where they are at variance with the design of the Park, the course should either be given up or it should be modified to become once more a subordinate element in the landscape even at the sacrifice of some of the interest of the game which can be played upon it. It is to be hoped that the game can be continued in the Park under conditions which are satisfactory to the integrity of these impressive landscape compositions.

The popularity of golf is so great, and the present capacity of the course at Franklin Park is so heavily taxed, that additional accommodations for the enjoyment of the game ought to be found upon public ground. The terrain required for the game is appropriate to the ground of a park system. Other cities are laying out municipal golf courses in liberal number. Land of sufficient extent is available for purchase and development for golf near Boston.

CHANGES ALREADY MADE IN THE PARK SYSTEM TO ACCOMMODATE TRAFFIC.

Considerations of public safety and convenience have required the following changes in the Park System during the past ten years to meet the requirements of motor vehicle traffic.

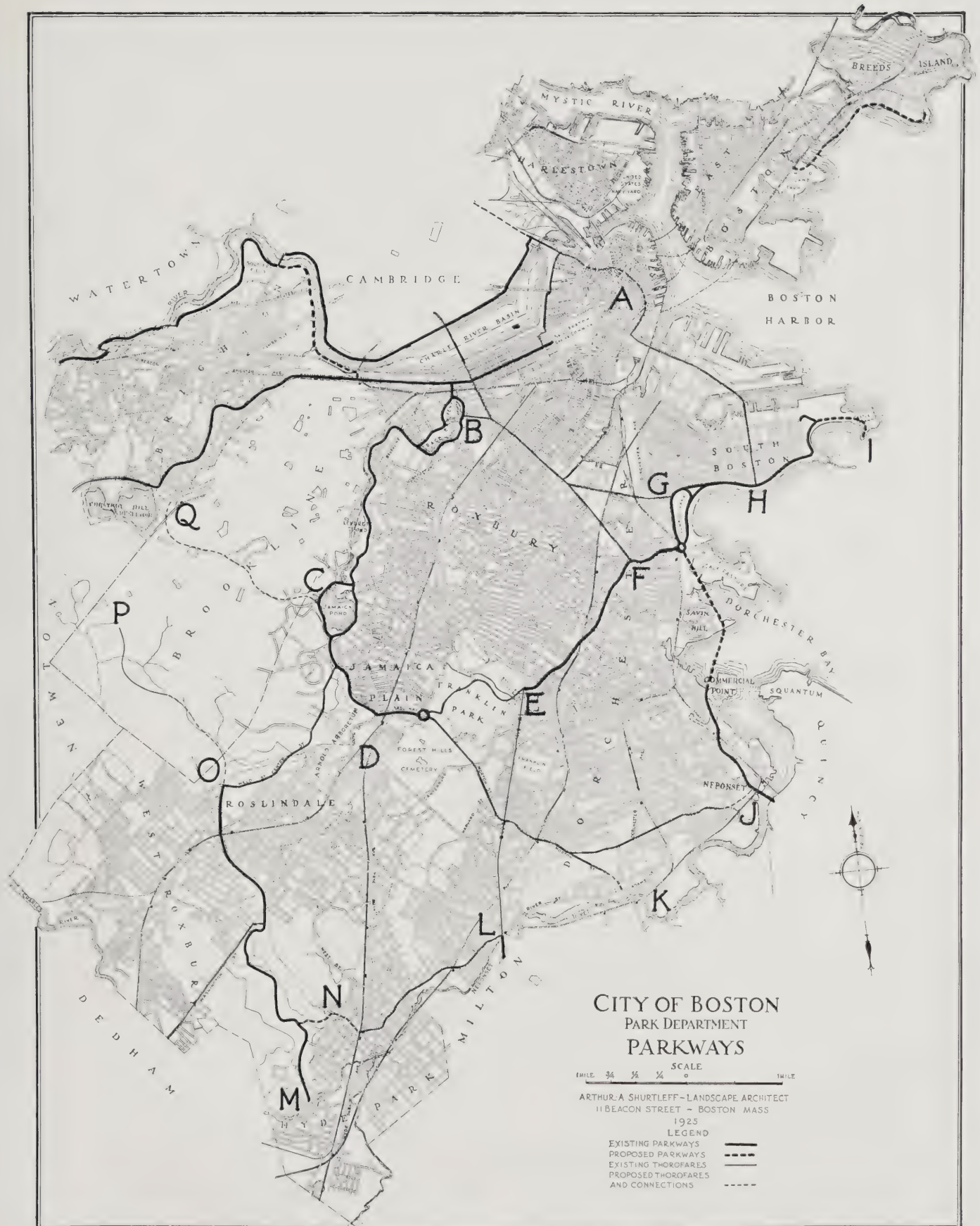
1. The straightening of Commonwealth Avenue, between Massachusetts Avenue and Governor Square, and the construction of a double-barreled roadway throughout.
2. The straightening of the Westland Avenue entrance to the Fens and the creation of a circle for the gyratory handling of traffic.
3. The straightening of Morton Street at the easterly end of the Arborway to enable the latter parkway to function as a through motor route rather than as an entrance primarily for Franklin Park. See plan on page 49.
4. The widening and straightening of the Circuit Road of Franklin Park to provide a width of 40 feet and to eliminate some of the sharper curves. This work has been completed within the past two months.
5. The widening and straightening of Glen Lane at the easterly side of Franklin Park for the accommodation of trucks. Work partly completed.
6. Straightening of some of the roads of the Jamaica way at the southerly end of Jamaica Pond to permit better functioning of the double roadways of the Arborway.
7. Widening of roadway along the northerly edge of Jamaica Pond to accommodate motor vehicles. Also widening Riverway to Brookline Avenue.
8. Elimination of vehicles from The Mall of Franklin Park, being a departure from the original scheme for The Greeting, which was intended to accommodate horse-drawn vehicles.
9. The construction of a large circle to assist traffic control at the westerly end of Beacon Street in pursuance of plans made nearly half a century ago but not executed until recently.
10. The construction of a large traffic circle at South Boston at the junction of Columbia Road and the Old Colony Boulevard to assist in traffic control.
11. Provision of special parking spaces for motors at many of the parks, including World War Memorial Park at East Boston, Columbus Park at South Boston, Peabody Circle in Franklin Park and elsewhere.
12. To the above should be added the rounding of street corners adjacent to parks, the widening of streets adjacent to parks by the reduction in width of sidewalks as in the case of Charles Street between the Common and the Public Garden, the improvement of visibility conditions at street corners, the elimination of shrubbery plantations alongside curving park roads where public safety requires a clear view of traffic, and the erection of signs and other directional material, and the use of white paint to mark crossings, curbings and other lines requiring special attention on the part of operators of motor vehicles. Under the rapid increase in the number of motor vehicles and the need of greater public safety, many other changes will undoubtedly be required which cannot be foreseen at the present time. At the moment the use of exceedingly conspicuous directional signs and roadway markings appears to be necessary, although these features hurt the appearance of the park roads.

THE PARKWAYS OF THE PARK SYSTEM.

The relation of the parkways of the Boston Park System to the larger parks and to the playgrounds, as well as to the great park areas and parkways of the Metropolitan System is shown on the small scale plan between pages 2 and 3 and also on the plan on page 45 to a larger scale. The relation of these parkways to main thoroughfares is also indicated, and letters are entered on the plan for convenient reference.

What determined the arrangement of the width of the parkways of the Park System when they were laid down? They were arranged to connect centres of population with the large parks. They were also intended to enhance the recreative efficiency of the parks by extending their zones of influence. Subsequently parkways were arranged to connect Franklin Park with the ocean beaches at South Boston by means of Columbia Road, and with the Muddy Pond Reservation by means of the West Roxbury Parkway. Another group of parkways or park-like roads, Beacon Street and Commonwealth Avenue extension, were built for other than strictly park purposes and formed arterial thoroughfares leading into the suburbs. The width of the first series of parkways was made more than sufficient to accommodate horse-drawn vehicles and sidewalks, in order to include generous space for trees, waterways and lawns. Space for these landscape features was considered essential. The City spent its treasure liberally to buy land and to develop it for such landscape effects. The moneys spent for the landscape elements of the parkways over and above the cost of the mere smooth roadways brought a return in attractiveness and distinction which has made Boston's parkways famous over this country.

What promises in the future to determine the arrangement and the width of the parkways of Boston? Whether we relish it or not, the requirements of motor vehicle traffic are tending to cut down the landscape elements of the parkways by widenings, straightenings and double-barreling of the roadways at the expense of ground which was considered essential for grass areas, trees and shrubbery. Initial widenings and straightenings have become necessary on account of the greater width and speed of motor vehicles more or less independently of the volume of traffic. Subsequent widenings will probably be required to accommodate volume. This volume will arise not from a demand for park-approach facilities, but to secure road space, because the local highways of the City and the suburbs are so narrow and so poorly connected that they cannot be used for convenient through routes. Naturally enough, complaint is made of the parkway capacities, although projects are put on foot at the same time to bring still larger volumes of traffic into them by linking them with the main thoroughfares and with the Metropolitan parkways. In the meantime progress is being made with plans for the connection of the faulty alignment both of local highways of the City by the Boston Planning Board and of the Metropolitan District and by the State authorities. Evidently, however, there is danger that the more expensive local street improvement projects will be postponed until the development of the parkways for motor use is either carried to a point where all their width will be devoted to road surfaces for the accommodation of vehicles or to a point which will arouse public protest against the destruction of the grass spaces, shrubbery masses and the trees which were regarded in the beginning as essential to the attractiveness of these ways. The



temptation to allow the development of the roadways of the parkways to proceed too far will become very great as a matter of immediate relief and of instant economy, but sooner or later the City and the State will be forced to link together and to widen the highways which are responsible for a great part of this congestion, at least to a point where the destruction of the parkways as pleasure routes and as necessary adornments of the City can be stopped.

To regard the parkways as routes whose pleasant appearance and decorative effect are essential to the welfare of Boston is not an extreme view. Boston has possessed no other one feature which has occasioned so much favorable comment from visitors or which has been so widely copied by other cities of the country. To permit these parkways to be seriously injured during this epoch of the revolution of vehicular transportation could only be justified upon grounds of a vast gain in some other field. At the moment the only gain in sight would be a postponement of the cost of undertaking the long contemplated improvement of the highway system as a whole, which is urgently needed for every reason quite apart from its bearing upon the over-use of parkways. Certainly a postponement of these costs to the State and to the City could not justify an injury of vast magnitude to the Park System. Injury of this kind would mean more than a reduction of attractiveness of the parkways themselves. It would mean an injury to the attractiveness of the City as a whole and a consequent reduction in the value and the earning power of all the treasure which has been invested in the City as a residence district. In passing to a discussion of desirable future extensions of the parkways, I make the assumption, therefore, from the foregoing, that such extensions can neither take the place of general highway improvements of the City, nor can be recommended unless those highway improvements are assured.

The great U-shaped system of main parkways is provided with a convenient group of highways which lead from "B" at the Fens by way of Westland Avenue and Massachusetts Avenue to Columbia Road at the point "F." The northerly branch through Southampton Street to "G" in Columbus Park needs the improvement of Preble Street, as shown on the recent plans of the Planning Board.

Reference to the plan indicates the need of better connection between the point "A" in the heart of the City and the point "H" on the South Boston waterfront. The proposal to extend Summer Street by a widening of L Street would render the park facilities at South Boston more useful. At the opposite end of Summer Street, in the neighborhood of Dewey Square, the proposal of the Planning Board to construct an intermediate thoroughfare approximately as shown by the dotted lines would assist in uniting the extreme northeasterly sections of the City and also Old Boston with Summer Street and consequently with South Boston. The construction of the Metropolitan Old Colony Parkway from "G" along the margin of Dorchester Bay toward "J" and thence southeast toward Quincy will make the parkway facilities of the City of greater use to long distance motor vehicle travel. The westerly extension of the parkway system from the Fens at "B" through Commonwealth Avenue to Chestnut Hill Reservoir by the line "S R Q" forms an important link in one of the main westerly arteries of the City which leads via the Newton Boulevard to Auburndale Bridge.

BOSTON PARK DEPARTMENT
 - BACK BAY FENS -
 PLAN FOR WIDENING PARK ROADWAYS.

SCALE OF FEET
 0 10 20 30 40 50
 ADTHUR A. CHURCH, L.F. - LANDSCAPE ARCHITECT
 11 BEACON STREET - BOSTON - MASS.
 MARCH 1925



PLAN FOR STRAIGHTENING AND WIDENING CURVING PARK ROADWAYS ON THE WEST SIDE OF THE FENS AND CREATION OF TRAFFIC CIRCLES AND DOUBLE BARRELED ROADWAYS WITH INTERVENING GRASS SPACES FOR TREES. THE FILLING OPERATIONS FOR THE SUBGRADE OF THIS IMPROVEMENT HAVE BEEN CARRIED OUT.

The northerly lead of the West Roxbury Parkway from the Stony Brook Reservation to Weld Street, if extended from "O," as proposed by the Town of Brookline, toward Hammond's Pond and thence northwest to a termination in the Charles River Valley, is desirable.

The wide highway connection proposed by the Planning Board of Brookline connecting the vicinity of Jamaica Pond at "C" with Beacon Street at Cleveland Circle near the point "Q" will provide a useful connection between the Brighton district and the waterfront at South Boston.

An east-west connection between the Stony Brook Reservation at "N" and the vicinity of Mattapan Square at "L" by the suggested improvement of River Street would be of value to residents of Hyde Park and West Roxbury wishing to proceed either by way of Blue Hill Avenue or by way of the Neponset River Valley to the waterfront facilities at City Point.

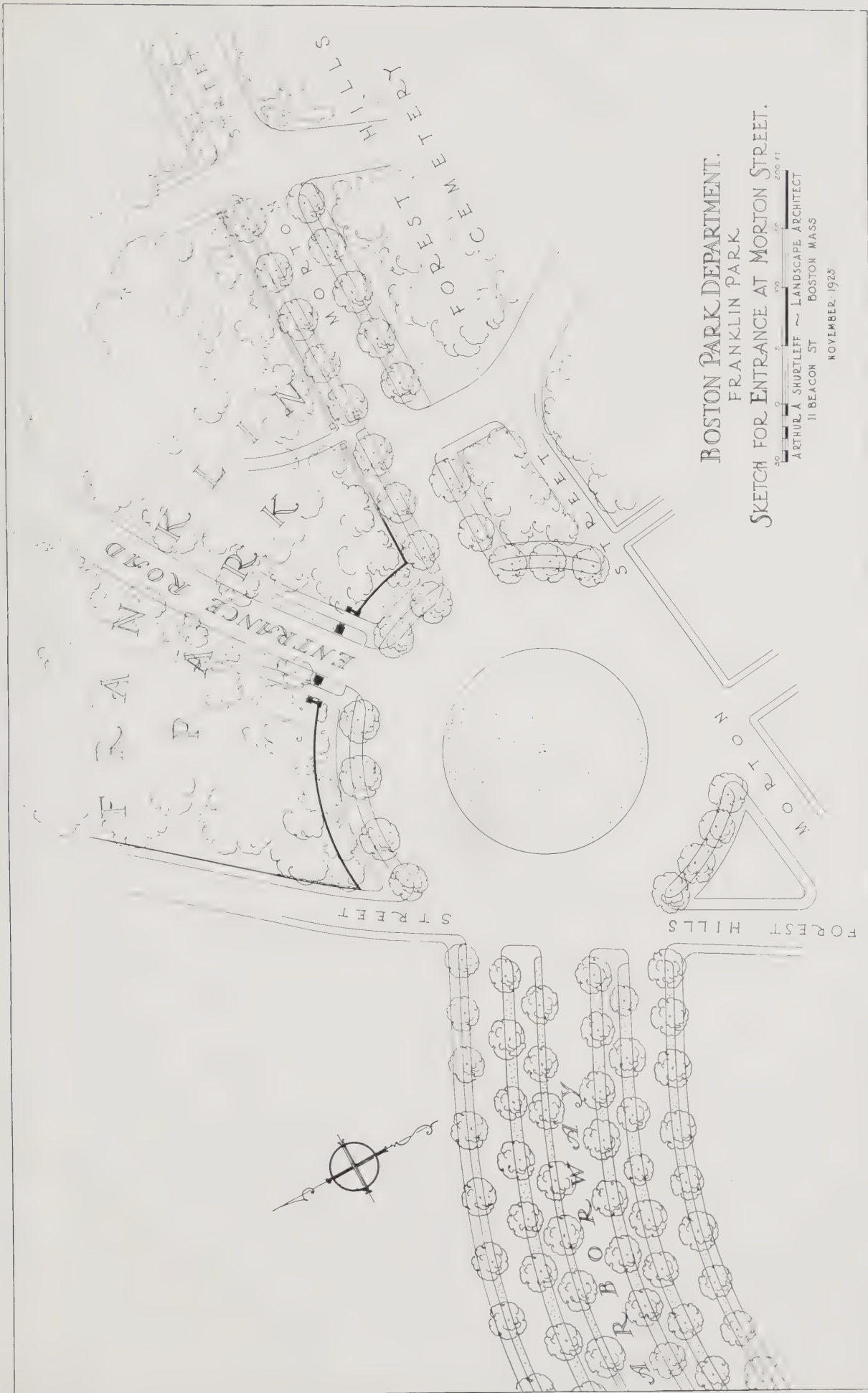
The proposal of the State Highway Commission to provide an east-west connection from Morton Street by way of Codman Street to Neponset is also desirable.

In East Boston, Bennington Street in combination with Neptune Road serves as a convenient approach to Wood Island Park, though these two highways are not under the jurisdiction of the Park Department. The proposal to connect Wood Island Park (World War Memorial Park) with a park-like waterfront street extending northeast to the existing Metropolitan Park land on Breed's Island would unite Neptune Road, Wood Island Park and the Winthrop shore to form an attractive local chain of parks.

The general relation of the parkways of the City of Boston to those of the Commonwealth are shown on the plan, between pages 44 and 45. Although these ways were intended for the accommodation of pleasure vehicles making short excursions to the parks, either from Boston or from the surrounding towns, these arteries are being used today to an increasing degree by long distance motors passing from the southern portion of the State or from Rhode Island, Connecticut and New York State northwards into New Hampshire, Vermont and Maine. So much traffic is being led to these arteries that they are becoming rapidly overcrowded and the attention of the Planning Boards of the City and surrounding towns, as well as the Metropolitan Planning Division, is being turned to the development of long distance highways, especially of a circumferential alignment, which should distribute traffic and prevent undue concentration on the parkways.

To what degree the traffic of the parkways at the east and west of Franklin Park should be encouraged to use the Circuit Road, recently opened, is a matter which experience can alone determine. A separation of roads at points of crossing by means of underpasses similar to those which have been carried out in Central Park, New York, may become necessary, notably in the vicinity of the Valley Gate and at the crossing with Glen Lane near Peabody Circle.

Other separation of grades will doubtless be needed in time on the main parkways at points of intersection like those at Longwood Avenue, Brookline Avenue, and at Columbia Road—Old Colony Avenue junction. These are problems which cannot be foreseen in their entirety while the present rapid changes in traffic conditions are taking place and before the better co-ordination of the main highways of the district has been effected through the activities of the Planning Boards of the cities and towns of the Commonwealth.



Your Commission has made careful studies of all the Boston parkways in order to co-ordinate parkway improvements to accommodate traffic without undesirable constriction or with unnecessary expansion. The proposal to provide double park roads indicates a portion of this general program. (See plan on page 47.)

RECOMMENDATIONS.

If there were no system in the grouping of Boston parks, or if the parks individually were unable to meet the ordinary requirements of recreation under the changes of recent years, the report which ought to be made with regard to the parks could not fail to include recommendations of a striking kind, involving much expense for their accomplishment. If such were the state of the parks the changes and the expense involved in such recommendations conceivably might be as striking as some of those which are entailed in the reports of sensible men for the improvement of the ordinary street system of the City to-day to meet the needs of vehicular traffic. It is regrettable in one respect that the requirements of the parks are not striking in such a sense, for there is danger that very pressing needs may not awaken and hold the public attention which they deserve and which the continued prosperity of the City requires. The methodical planning of the Boston Park System during the past half century, by continuing groups of able men who have been singularly clear sighted in providing both for the recreation needs of their own day and for the expectable needs for the future, is responsible for the fact that recommendations of a drastic kind involving great immediate expenditure comparable with the sums which are required to correct the layout of public streets are not required to-day.

The work of these men places a responsibility of another kind upon their successors. It is the responsibility of carrying through and extending work which was well planned in the beginning and which has been on the whole well directed for a half century. To protect this older fabric from injury while changing it as little as need be to meet new conditions and at the same time to make new fabric of like weave where it is needed by a new era, is a part of this work. Recommendations for the continuance of such established work must be striking, however, if they reflect the singular urge of our own times toward an escape from the confinement of city life at a period when city-building itself never went forward so enthusiastically or built so compactly, so high and so wide. The cost involved is also great either to follow with too absolute step or to fall too far behind the pace which the public is setting to-day in response to this urge for the establishment of new parks, playgrounds and parkways, and for the use of existing recreation areas to a point of intensity which taxes their integrity.

I make the following recommendations based on the material of the report:

1. Ground for playgrounds and parks should be secured at an early day in the sparsely settled sections of the City which have been described and shown on the plans while opportunity remains to select well situated areas of sufficient size, satisfactory contour and soil, having good trees, located if possible near schools, but distant from dangerous motor routes.

2. The above open spaces should be sufficiently large to accommodate combined park and playground facilities, including ball fields for boys and men, play fields for children and girls, field houses, shelters and apparatus, and also park space planted with trees, lawns and shrubbery for the use of older persons.

3. The distance between these recreation areas should be determined by the distance-radius areas described in the report.

4. In the more thickly settled parts of the City where parks and playgrounds are lacking they should be provided where needed and their size and development should be made to conform as fully as possible to the requirements specified in the three recommendations above.

5. In sections of the City where present parks and playgrounds are too small to meet the requirements of men and boys, women and girls, and of older persons, additions should be made preferably by acquiring more space adjacent to the present areas, but if this is not possible, by the interpolation of new recreation areas designed to meet the special recreative requirements of that neighborhood.

6. In sections of the City where playground areas are required for ball fields or athletic grounds for men and boys, these should not be secured by the absorption of parks which are needed by children or girls or by elder persons or which if used for ball fields would injure the appearance of the Park System or of the locality.

7. The extensive landscapes of the larger parks should be protected by the maintenance or the provision of marginal screens of foliage, mounds, or walls, for the purposes described in the report, and should also be protected against the encroachments of uses, structures, or planting at variance with the landscape composition of these parks.

8. Golf or other field games which are played upon the open ground embracing the central landscape compositions of the larger parks, should not be permitted to mark the ground with lines of play, hazards, bunkers, trees, backnets, or other features or structures to such an extent that the appearance of the landscapes becomes marred or to such a degree that the use of these grounds for the enjoyment of the landscape becomes unreasonably interrupted or involved with danger.

9. Land should be acquired for golf courses or for other field games whose accommodation upon existing park areas would endanger the attractiveness of such areas, and whose continued popularity is reasonably assured.

10. The interior roadways of the large parks should be developed for the use of motor vehicles, but not beyond limits which would jeopardize the value of the park for general recreative use or interfere with the enjoyment of its landscapes by the distractions of the sight of moving vehicles and by noise.

11. The parkways of the Park System should be developed for the use of motor vehicles, but not to a degree which would make them dangerous for pleasure use or to an extent which would mar their appearance.

12. Undue use of the interior Park roads or the Parkways by motor vehicles as an expedient to avoid the cost of construction of adequate general highways for the accommodation of the traffic of the City or of adjacent towns or cities or of the Metropolitan District should not be permitted.

13. The Parkway connections and extensions advocated in the report should be carried out if the demands of traffic continue to increase.

14. The "naturalistic manner" in which the Park System was laid out and which gives desirable unity of design to the System as a whole should not be abandoned in any of the parks forming the main chain of the System.

15. Variety in the design of the scattered playgrounds and small parks of the City should be sought both to prevent undesirable standardization, and to secure the full recreational value of local individualities of site, exposure, contour of the ground, and local requirements of use.

16. To prevent as far as may be a depreciation of the treasure which is invested in the City as a place of residence, and to secure the greatest returns in inspiration and in ordinary recreation which the Park System can yield, the playgrounds and parkways in all parts of the City should be maintained in a high state of upkeep, free from appearance of shabbiness or neglect. The parks should receive equally good care, but the upkeep of their landscapes should not be made a mechanical routine which would impair the natural appearance or the intricacy and attractiveness of their foliage compositions.

Respectfully submitted,

ARTHUR A. SHURTLEFF, *Landscape Architect.*

11 Beacon Street, Boston.



CLARENDON HILLS AND HYDE PARK VICINITY.
REGIONS NEEDING PARKS AND PLAYGROUNDS.

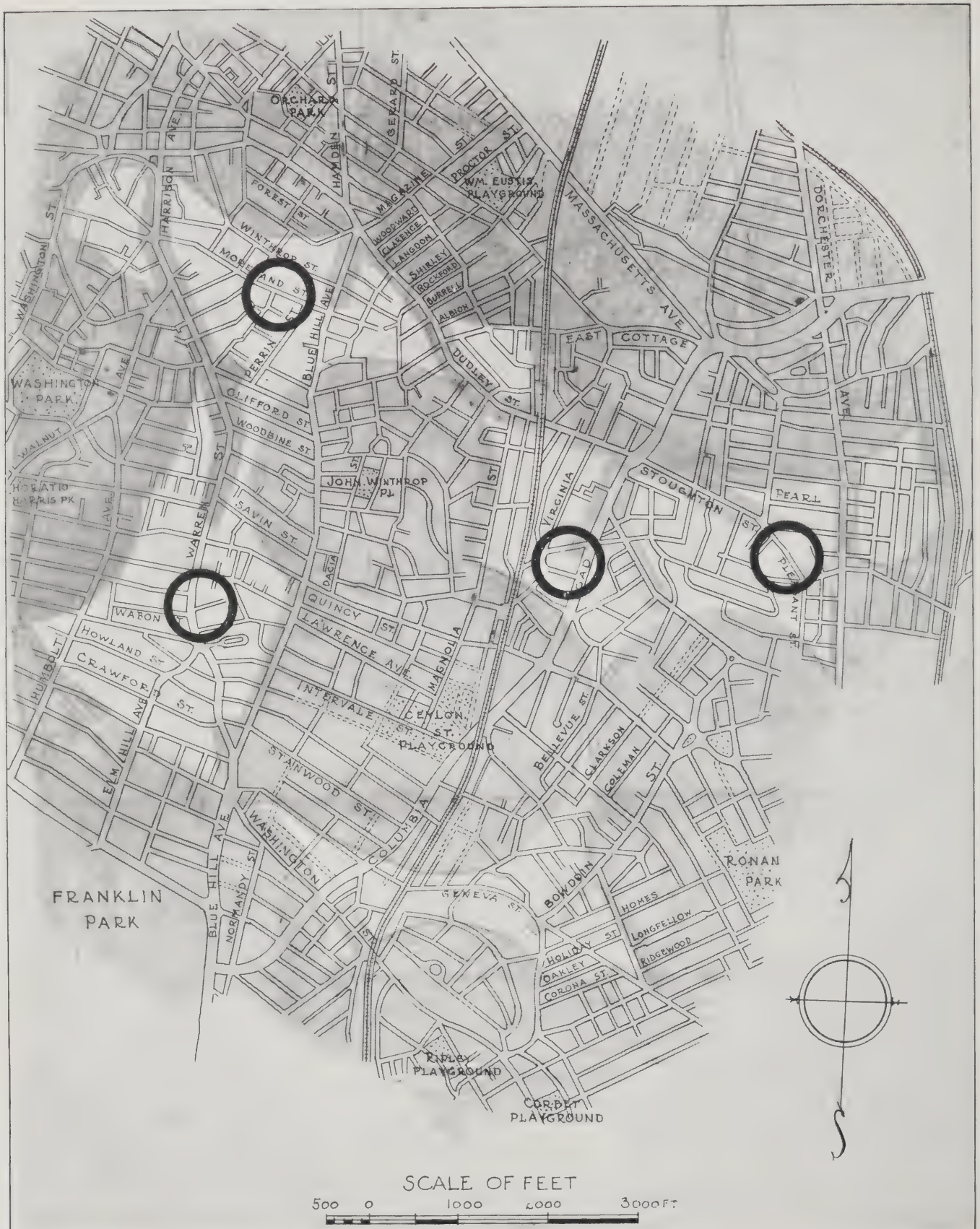
Enlargement of Portion of Plan on Page 31.



WEST ROXBURY AND VICINITY.
 REGIONS NEEDING PARKS AND PLAYGROUNDS.
 Enlargement of Portion of Plan on Page 31.



BRIGHTON AND VICINITY.
 REGIONS NEEDING PARKS AND PLAYGROUNDS.
 Enlargement of Portion of Plan on Page 31.



ROXBURY-UPHAMS CORNER VICINITY.
 REGIONS NEEDING PARKS AND PLAYGROUNDS.
 Enlargement of Portion of Plan on Page 31.

LIST OF PARKS AND LARGE PLAYGROUNDS.

Of the one hundred sixty open spaces under the control of the Boston Park Department, the following ninety are included in the analysis of open spaces indicated upon the accompanying maps.

	NAME OF OPEN SPACE	Acreage of Open Space.	Acreage, Quarter Mile Distance—Areas Within City Limits but not Including Water Surfaces.	Net Acreage, Quarter Mile Distance—Areas (Excluding the Area of the Open Space and the Areas of Nonresidential Zones).
1	Mary Hemenway Playground.....	4.41	136	127
4	Stanley A. Ringer Playground.....	12.12	222	123
7	Arnold Arboretum.....	223.00	884	562
8	James J. Cronin Playground.....	2.40	136	89
10	Bennett Playground.....	.11	120	14
14	Mission Hill Playground.....	4.24	185	81
15	John Doherty Playground. (See also Christopher Gibson Playground.)	1.90	212	140
17	John F. Holland Playground.....	1.07	140	100
19	Paul Gore Playground.....	.74	140	104
23	Highland Park.....	3.50	180	127
24	John J. Connolly Playground.....	5.10	209	99
26	Washington Park.....	9.10	230	197
27	Horatio Harris Park.....	2.60	180	135
28	Walnut Park.....	.12	116	80
32	John Winthrop Playground.....	1.57	167	137
35	John W. Murphy Playground.....	4.17	165	132
36	James F. Healy Playground.....	9.63	234	188
37	Irving W. Adams Park.....	.78	135	102
39	Fallon Field Playground.....	3.87	200	162
40	Billings Field Playground.....	10.83	245	119
41	Almont Street Playground.			
42	Smith Pond Playground.....	14.51	272	253
43	Factory Hill Park.....	5.20	177	137
46	Camp Meigs Park.....	2.80	186	100

	NAME OF OPEN SPACE.	Acreage of Open Space.	Acreage Quarter Mile Distance—Areas Within City Limits but not Including Water Surfaces.	Net Acreage Quarter Mile Distance—Areas (Excluding the Area of the Open Space and the Area of Nonresidential Zones).
51	George H. Walker Playground.....	6.21	200	126
52	Dorchester Park Playground.....	26.00	320	254
56	William H. Garvey Playground.....	16.68	270	100
57	Readville Playground.....	5.75	180	90
58	Cherry Street Playground.....	.40	112	3
59	Bolton Street Playground.....	.77	120	16
60	Christopher Gibson Playground.....	3.90	212	140
64	William B. Corbett Park.....	.94	170	144
65	Ripley Playground.....	.86	165	140
67	Ronan Park Playground.....	11.65	250	183
68	John F. Donovan Park.....	1.30	135	111
70	McConnell Playground.....	60.33	170	42
71	Savin Hill Park.....	8.26	125	91
73	Public land at Dorchester.....	10.00	240	90
76	Columbus Park.....	79.00	440	90
78	William Eustis Playground.....	4.88	190	15
79	Orchard Park.....	2.40	127	18
80	J. M. and J. J. Sullivan Playground.....	.85	140	5
81	Madison Park.....	2.80	190	0
82	William E. Carter Playground.....	5.00	235	15
86	Franklin Square.....	2.80	200	33
87	Blackstone Square.....	2.80		
90	Lester J. Rotch.....	2.80	105	3
92	Tyler Street Playground.....	.26	130	0
93	West Third Street Playground.....	.28	135	6
94	Tenean Beach Playground.....	8.70	125	42
95	Matthew J. Sweeney Playground.....	.41	148	20
96	Thomas Park.....	4.30	180	51
98	Independence Square.....	6.80	215	65



GENERAL VIEW OF THE PLAYGROUND IN THE BACK BAY FENS SHOWING THE BLEACHERS WHICH HAVE BEEN RESTRICTED IN HEIGHT TO PREVENT INTERFERENCE WITH VIEWS ACROSS THE PARK FROM THE ADJOINING ROADWAYS AND PATHS.

(Photograph secured through courtesy of Boston Herald.)

	NAME OF OPEN SPACE.	Acreage of Open Space.	Acreage Quarter Mile Distance—Areas Within City Limits but not Including Water Surfaces.	Net Acreage Quarter Mile Distance—Areas (Excluding the Area of the Open Space and the Area of Nonresidential Zones).
99	Fort Hill Square . . . . .	.65	125	0
103	Boston Common	48.50	445	70
105	Public Gardens	24.25		
106	Vincent Cutillo Playground . . . . .	.48	140	0
107	Prince Street Playground . . . . .	.40	135	0
108	Copps Hill Terrace . . . . .	.60	100	99
109	North End Beach	3.00	100	0
111	Winthrop Square . . . . .	.80	145	52
113	William J. Barry Playground	2.09	110	5
114	Fred D. Emmons Playground	1.10	135	118
115	Charlestown Heights	10.40	100	25
116	Charlestown Playground	17.73	160	2
122	Condor Street Playground	3.30	135	28
123	Arthur F. McLean Playground . . . . .	.43	115	46
124	World War Memorial Park	55.00	135	10
126	Paris Street Playground	1.29	165	4
128	Wellington Street Playground			
129	Orient Heights Playground	8.31	165	55
130	William F. Smith Playground	14.00	260	42
132	Portsmouth Street Playground	4.29	140	135
136	Rogers Park	6.90	220	88
137	Chestnut Hill Park	55.40	80	44
139	Back Bay Fens	117.00	1,185	650
156	Olmsted Park	180.00		
141	Marine Park	57.00	195	85
146	Franklin Park	527.00	1,270	700
147	Franklin Field	77.00	440	250
152	Charlesbank	10.00	150	146
154	Christopher J. Lee Playground	4.60	215	65

NAME OF OPEN SPACE.		Acreage of Open Space.	Acreage, Quarter Mile Distance—Areas Within City Limits but not Including Water Surfaces.	Net Acreage, Quarter Mile Distance—Areas (Excluding the Area of the Open Space and the Area of Nonresidential Zones)
159	Ceylon Street Playground.....	3.20	265	195
163	Francis Parkman Playground.....	2.00	180	134
164	Castle Island.....	104.00	140	
165	Jefferson Playground.....		215	
166	Carrolls Pond.....		50	
167	Brookside Street Playground.....	1.25		
168	Maverick Square.			
169	Central Square.			

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